

The London and China Telegraph

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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LONDON, MONDAY, MAY 5, 1873.

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Latest Advices.

PORTS.	OUTWARD.		HOMeward.
	From London.	Arrived out.	Received May 5.
JAPAN—Yokohama	Jan. 24	Mar. 15	Mar. 24*
Yedo			
Osaka and Hiogo	" 17	" 16	" 18*
Hakodadi			
Nagasaki			" 21*
CHINA—Peking			Mar. 13
Tien-tsin			" 14
Chefoo			" 9
New-chwang			
Hankow			" 15
Kiu-kiang			" 13
Chin-kiang			
Shanghai	" 31	" 20	" 21
Ningpo			" 17
Foochow	" 24	" 13	" 20
Fernosa			" 15
Amoy			" 20
Swatow			" 22
Hong Kong	Feb. 7	" 17	" 27
Canton			" 25
Macao			" 26
PHILIPPINES—			
Manila	Jan. 31	" 20	" 23
COCHIN-CHINA—			
Saigon	Feb. 14	" 22	April 1
SIAM—Bangkok	" 7	" 17	Mar. 28
BORNEO—			
Labuan			" 24
Sarawak			" 21
JAVA—Batavia	" 21	" 29	" 30
Samarang			" 29
Sourabaya			" 28
MALACCA STRAITS—			
Singapore	" 28	April 1	April 4
Penang			
CEYLON—			
Galle	Mar. 14	" 10	" 11
Colombo			" 9

* By Pacific mail via San Francisco.

THE MAILS, &c.

The French mail, bringing advices as above, was delivered, via Marseilles, this morning, its due date. The Pacific mail, with dates from Yokohama to the 24th March, via San Francisco and New York, was also delivered this morning. The next inward (P. and O.) mail, with dates—Yokohama 25th, Shanghai 28th March, Hong Kong 3rd, Singapore 10th April, is due, via Brindisi, on Monday next, the 12th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Provence*, arrived May 2.—From Yokohama: Messrs. Corbey, Hegt, Du Bosquet, Pollet, Allain, Marlot, Pierre, Mr. and Mrs. Fitzroy Rice. From Shanghai: Messrs. J. Dunn, Wells, R. C. D. Moffat, Dillon, Mr. and Mrs. Orrvil, Mr. and Mrs. Barchet. From Hong Kong: Messrs. McDonald, Overbury, Barcombe, Caldwell, Determann, Elias, Lutere, Mr. and Mrs. Lamb, Jaco. From Saigon: M. Laquiere. From Batavia: Messrs. Marbotter, Ament, Ky-sneir, Mr. and Mrs. Lautier, Mr. and Mrs. Van Lennep. From Manila: Mr. Burke, Senors Orguis, Olano, Vital y Soler, Villamena, Rufan, Santander, Acosta, Munoz, Villarejo, Quintana, Infesta, Senora Medina d'Franco. From Singapore: Messrs. Delaborde, Rey, Virto, Martinez, Alder, Paul, Doz, Fernandez, Quiraya, Castano, Arnaud, Blanco, Mr. and Mrs. Rutishauser. From Galle: Messrs. Vandenberg, Schraeder, Drummond. From Aden: Mrs. Carey, Miss Mardens. From Suva: Mr. Gilman. From Port Said: Mr. and Mrs. Lombard, Mr. Bartholi. To Naples, from Hong Kong: Mr. Bottomley, Mr. Glover, M. Giquel. From Saigon: M. Corau. From Batavia: Mr. Van der Nyeck. From Singapore: M. Daguin. From Galle: Mr. Campbell. From Suez: Mr. Leither.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pekin*, from Southampton, April 24.—To Yokohama: Miss Phillips and two second-class passengers. To Shanghai: Mrs. Caleb and servant, Sir W. Johnston. To Hong Kong: Capt. C. J. Bolton. To Singapore: Mr. W. B. Banago. To Ceylon: Mr. and Mrs. McLaren and two children, Mr. J. P. Green, Miss Crawford, Mr. W. Watson, and one second-class passenger.

Per P. and O. steamer *Candia*, from Brindisi, May 5.—To Singapore: Mr. F. Bolton,

To Ceylon: Mr. H. S. Saunders, Mr. and Mrs. W. E. Sharpe, Mr. W. Swan, and one second-class passenger.

Per P. and O. steamer *Poonah*, from Southampton, May 8.—To Yokohama: Mr. and Mrs. Munday, Dr. E. Dwers, Mr. Cragie. To Shanghai: Mrs. Coate. To Ceylon: Mrs. Russell.

Per P. and O. steamer *Simla*, from Brindisi, May 19.—To Hong Kong: Mr. C. Kahn. To Ceylon: Mr. and Mrs. Vanderspar.

Per P. and O. steamer *Lombardy*, from Southampton, May 22.—To Ceylon: Miss Vane.

Per French steamer *Sindh*, from Marseilles, May 11 (booked from London).—To Yokohama: Mr. Veillard, Mr. Cartier, Mr. Segardeur, Mr. and Messrs. Schilles, Mr. Jamvet, Mr. Noel, Mr. Chatron, Mr. Fraineau. To Hong Kong: Mr. and Mrs. W. F. Mayers, two children, and Chinese female servant.

Per French steamer *Hooghly*, from Marseilles, June 8 (booked from London).—To Yokohama: Mr. Haenim. To Hong Kong: Mr. T. T. Kido. To Batavia: Mr. H. Schalley, Mr. Radher Sommah.

Per steamer *Sarpedon* (Holt's Line), from Liverpool, May 8.—For Penang: Mr. King. For Singapore: Mr. Cadell. For Hong Kong: Mr. Jones, R.N. For Shanghai: Mr. Pascal Martin, Mrs. Martin, and Mr. Gaschion.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

By the present (French) mail we have advices from this port to the 18th March, and the Pacific mail brings dates to the 24th March. The French mail from London Jan. 17 arrived out on the 11th, and the following P. and O. mail of Jan. 24 on the 15th March.

A somewhat important diplomatic question has arisen between Japan and China, concerning which Soyejima, the Minister for Foreign Affairs, left Yokohama on the 13th March in the *Rijiu-Kan*, accompanied by the *Malacca*, two vessels of the Imperial Navy, for China. The object of his visit is stated by the *Japan Mail* to be to demand from the Chinese Government the punishment of the inhabitants of Formosa for their lawless and savage treatment of several Loochooans who either landed or were thrown by misfortune on that island, and who met—it is said—the horrible fate of being eaten by the natives. The Loochoo Islands formerly owed fealty to the clan Satsuma, the members of which are highly incensed against the Formosans on account of the treatment by these of their clansmen. Great excitement prevails throughout the clan, and it is also observable that a movement of troops is being made towards the territory formerly known as Satsuma's. The ardent desire, and, indeed, demand of the clan is that the Formosans shall be punished either directly by the Chinese Government or by itself, and although the Court at Yedo is very reluctant to take steps involving unpleasant negotiations with China, the pressure brought to bear on it by the clan has been so great, and the desire for revenge—a sacred duty in Japanese eyes—is so strong, that nothing less than the measures now adopted would appease or allay it even temporarily. The *Mail* expresses a hope that the Government at Peking will meet the Japanese Commissioner in a just and amicable spirit, and take such steps in regard to the Formosans as will satisfy his legitimate demands. China, it considers, will certainly not permit the punishment of her subjects to be administered by Japanese hands, and trouble of a serious nature may easily arise between the two Governments unless she consents to do justice to the demands of Japan for reparation for outrages which have inflamed an important and warlike section of her people.

We are glad to hear that the edicts prohibiting Christianity have at last been removed from the notice boards. There is, however, no news up to the present of the captive Christians having been set at liberty.

A rather ridiculous disturbance has taken place in the Yokohama Race Club, in consequence of the "Momban"—whatever that may be—having a stop-watch. The "Momban" appears to be the native employed to look after the course, but throughout the whole report of the affair no explanation is given of this term.

CHINA.

TIENTSIN.

A correspondent sends the following items of intelligence:—The Foreign Ministers have frequent meetings—the outside world supposes with reference to the Audience question. We are on the *qui vive* for news, but can learn nothing authentic. The Viceroy is to start on the 18th March for the Imperial burial grounds, to prepare them for the intended visit of the Emperor at the end of the month. It was understood Li had come on here early, to be at Tientsin on the Japanese and Peruvian Ministers appearing; but he has an able man as his lieutenant for civil matters in Pwantingsen; so, should these Ministers arrive during his absence, their business can be commenced and carried on to a point till Li himself returns.

No news has yet reached us of favours bestowed by the Emperor on his accession to the throne. The accession day was not kept as a holiday by the Chinese. At the arsenal the usual work was being carried on all day, as on ordinary days, as we could hear by the whistles calling the people to work and to cease. When we bring to our remembrance the feeling of respect and reverence which the population of China express in general for their Emperors, it struck the foreigners, who pay attention to Chinese matters, as something extraordinary that the day of the accession of the present Emperor to the throne was not kept as a holiday and fete day, at least by the officials. As his Majesty is only seventeen years of age, China may not again see an accession to the throne for the next seventy years; the Government people might, therefore, and without much loss, have proclaimed the day a holiday, testifying in this manner to the outer world their respect for the chief magistrate of their Government.

We have had warm weather, the thermometer only falling at nights to about 29 deg. Fahrenheit, and during the day to 48 deg. In the afternoon of the 22nd Feb. the ice in the reach of the river opposite the British settlement broke up, and by evening had completely disappeared, and fishing boats were to be seen in their occupation—catching fish. A wonderful change, and all within two hours time!

On the anniversary of the birthday of Washington, the United States steamer *Ashuelot*, Captain Wallace, fired a national salute of twenty-one guns, and was dressed with all her flags; the various Consulates also hoisted their gala flags for the occasion.

We have four S. S. N. steamers alongside the Bund; and on the opposite side of the river, off the China Steamer Company's Bund, a Chinese gunboat is discharging rice. The harbour is consequently quite lively. The S. S. N. Company's steamer *Shanse* was the first up.

SHANGHAI.

The present mail brings advices from this port to the 21st March; the French mail from London Jan. 31 arrived out on the 20th March. The following items of news are from the *North China Herald*:—

We hear that the Audience question is settled in so far that the Emperor has agreed to dispense with the kotow. Details of the ceremonial to be observed are still under discussion.

A meeting of Treaty Consuls was held on the 14th March. The Chinese authorities wish to have skilled opinion as to the probable effect of the Bunding scheme on the water-courses; and it was decided at the meeting to advise the Viceroy to associate a competent foreign engineer with his own delegate.

The steamer *Kwangtung*, with the Grand Duke Alexis, Admiral Possiet and suite, and Mr. Albert Heard, the Russian Consul, arrived on the 13th March. The Ducal party were received by Mr. J. E. Reding, the Acting Consul, Captain Whyte, H.M.S. *Cadmus*, and Captain Digby, H.M.S. *Curlew*. No salutes were fired, nor was any preparation made for a public reception of H.I.H., in accordance with his wish that his visit should be regarded as of a non-public character. About an hour after the arrival of the steamer, the Grand Duke landed quietly in the Customs' launch and proceeded to the Russian Consulate at Messrs. Augustine Heard and Co.'s, where, in the afternoon, the magistrate of the Mixed Court paid an official visit, bearing a courteous communication from the Taoutai. On the 14th H.I.H. received the visits of the Foreign Consuls and the Municipal Council, and visited various parts of the settlement and the Kaou Chang-miaou arsenal. On the 15th he visited the Roman Catholic establishment at Sikawei. He left for Hankow on the 17th. The Russian corvette *Vitiaz*, Captain Nazimoff, arrived here on the 15th March with Admiral Feodorowski on board; and while she passed H.M.S. *Cadmus* the band of the latter courteously played the Russian national anthem.

For the first time in history, the 17th March has been celebrated in Shanghai by the sons of St. Patrick at a formal dinner. It is needless to say that the day has never passed unrecognised; at private dinner parties due honour has, again and again, been done to the memory of the Saint and to the glories of Erin; but this is the first occasion on which Irishmen have emulated their Scottish brethren, in holding a general gathering; and when we say that twenty-seven Irishmen were assembled, under the presidency of Mr. Kingsmill, with Dr. Barton in the vice-chair, we

need no further assurance that a most pleasant and social evening was spent. The usual loyal, patriotic, and social toasts were drunk with growing enthusiasm; and it was not till nearly two a.m. that the last bowl of punch was emptied.

A lecture has been delivered in the Masonic Hall by Dr. S. Wells Williams. The subject was "Reminiscences of Travel in Syria and Egypt," with comparisons between those countries and China, which the lecturer treated politically, socially, and religiously, in a clear and comprehensive manner; occasionally throwing in remarks on his personal observations during a tour. The chair was occupied by Mr. Medhurst.

A meeting of subscribers to the Shanghai Library was held on the 14th March. The accounts showed a balance of Tls. 196 due to the treasurer. Messrs. Medhurst, Payn, FitzGerald, Maclellan, Cordier, and Rev. C. H. Butcher were appointed a committee for the ensuing year.

The Volunteer Artillery have held their second annual practice at Woosung. A fog and high adverse wind and tide prevented some of the boats getting down; so that the attendance of members and the state of the Commissariat were not quite what had been expected. There were over a dozen artillerymen to man the guns, however, besides a number of visitors, and sufficient supplies had come forward to keep things going. The wind was strong, and to some extent across the range, and the firing was therefore not quite up to that of last year, but it still left its effects on the targets. A Visitors' Prize was got up on the ground, and falls to gunner St. Croix.

The Chamber of Commerce had addressed a letter to the Municipal Council, protesting against the charge of Wharfage Dues on merchandise transhipped at Shanghai, in transit to other ports. It will be remembered that the subject was discussed at the last meeting of the Chamber of Commerce, when the resolution embodied in the present letter was carried by one vote. Opinions were almost as nearly divided when the subject was mooted at the annual meeting of ratepayers in May '72. A resolution of similar purport was then negatived by 96 votes against 87.

We referred last week to the existence of scurvy among the crew of the barque *Kirkland*, and to the probability that the case would attract inquiry. We now learn that the ship was inspected by Mr. Tapp on the 12th March, when it was ascertained that scurvy had broken out two months before her arrival; and that for the last three weeks no sugar had been served out, so that the men were unable to drink their lime juice. Seven men of the crew were found to be affected, six of them very badly, and their cabin to be in a foul condition. They complained much of being kept on board the ship, where they could not possibly have the attention their case demanded, and Her Britannic Majesty's Consul has directed the master to send them at once to the hospital, and to have the cabin thoroughly cleansed, disinfected, and painted.

The prospects of sport at the approaching race-meeting are excellent, and the demand for griffins insatiable. At a sale at the Horse Bazaar last week the highest prices on record for a large mob were realised. Thirty-five griffins were sold at prices ranging from Tls. 260 downwards; half-a-dozen being Tls. 200 and over; a dozen Tls. 100 and over, and the lowest Tls. 45. Some 32 out of 35 were disposed of. Out of a lot sold last week, a pair which had been neglected by the bidders, and did not bring the limit of Tls. 50, were, in consequence of their "likely" promise on a subsequent trial, sold privately the other day for Tls. 450.

We mentioned last week that the C. C. S. N. Co.'s steamer *Taku* arrived on the 13th March—the first vessel of the season from Tientsin. The C. C. S. N. Co.'s steamer *Appin* was the second. By her we learn that there is very little water in the Peiho, so little that she grounded in the middle of the river, a short distance below the double bend. The river was entirely clear of junks. The *Taku* bar is much improved; the shallowest place is now inside the black buoy, whereas last year it was outside the red buoy. The *Appin* brought down a full cargo, including Tls. 130,000 of sycee from Tientsin and Tls. 98,000 from Chefoo. The first vessel to cross *Taku* bar this year was the three-masted schooner *Willy*; and a remarkable fact is, that she only left Chefoo the day previous to the *Shanse*, crossed the bar next day, and got within 10 miles of Tientsin before she was passed by the steamers. Had the river been clear of ice, she would no doubt have been the first vessel up this year.

The following is from the *Shanghai Courier*:—Colonel Flint, United States Consul at Chinkiang, has paid a visit to the Viceroy at Nanking. The United States steamer *Palos* conveyed Colonel Flint to the landing place abreast of the capits' of the vicerealty. His primary business was to come to some definite settlement regarding an attack made by a band of robbers on the waiting station of S.S.N. Company at Nanking landing place on the river, where they plundered the passengers awaiting one of that company's steamers of property to a considerable aggregate amount. On the facts being represented by the Consul to the native authorities, a number of robbers had been arrested, and these the Viceroy now promised to visit with summary and severe punishment. The Consul then passed to the consideration of some questions connected with the status of Nanking as a port for trade, the exact nature of which we failed to learn, but which appear to have been settled satisfactorily to both parties.

Mr. Coryell, marine superintendent of the S. S. N. Company, has returned from the wreck of the *Kiangloong*. The *Moyune* has brought back the steam chest and parts of the engine of the lost steamer, with a portion of her cabin furniture. There have been also salvaged from her some 1,800 packages of bale goods more or less damaged, as well as about 600 bags of sugar and several hundred bales of cotton. The cargo of the lower hold, which consisted chiefly of sugar, is inaccessible and unsalvageable. The steamer's back is bent from midships aft to fully half a right angle. We believe there is little probability of much more being saved. Nearly abreast of the wreck is a native village, the inhabitants of which have become suddenly transformed into a swarm of daring and skilful wreckers, who hover round the stranded steamer night and day, each eager to make the most of such an unusual piece of good fortune.

HONG KONG.

Our advices extend to the 27th March; no later mail had been received than the P. and O. mail of Feb. 7 on the 17th March, but the French mail from London, Feb. 14, was over due. The following items are from the *Hong Kong Daily Press* :—

The Governor has received an official despatch from H.M. Minister at Peking, stating that the assumption of the Government of the Emperor of China was notified on the same day on which it occurred (23rd Feb.) to the foreign representatives of the Prince of Kung and the Yamen of Foreign Affairs, and that on the 24th February the Ministers of England, Russia, Germany, United States, and France addressed a collective note to the Prince requesting him to move his Imperial Majesty to receive their congratulations in person. No reply to this had as yet been received, nor was any expected for some days. The Emperor's accession was unmarked by any popular or public official demonstration.

The *Gazette* contains a comparative statement of the revenue and expenditure of the colony during 1871 and 1872, showing a net increase of revenue in the latter year of \$80,389.41, and a net decrease in expenditure of \$38,511.25. The principal increase in the revenue is in stamps and postages, which aggregate about \$24,000 over 1871. Fines show an increase of over \$8,000, and a sum of \$14,000 from the Mint, and \$11,000 "Interest," are also included in the increase. The former seems hardly an item of revenue strictly speaking, and it does not appear whence the "Interest" is derived. The chief decrease in expenditure in 1872 is \$61,000 on works and buildings, and \$8,000 in the medical department. There is an increase of nearly \$16,000 in the police, and of \$2,325.50 under the head of Auditor-General. The last item seems a little startling, considering that the colony has not had an Auditor-General since Mr. Rennie left, and that the duties of auditing have been performed by the Colonial Secretary.

We regret to have to announce the very sudden death of Dr. McCoy, the Colonial surgeon. He was in fair health and spirits on the 23rd March, and retired to rest that night as usual, but was found dead at 5 A.M. next morning. The cause of death is said to be disease of the heart, and it appears he had for some days been complaining of pain in that region.

Returns have been issued by Mr. F. Douglas, superintendent of Victoria gaol, of the number of prisoners during the past year. The average was about 450, the proportion of males to females being about 435 to 15. Of the average number of 450, about 360 have been coloured, and 90 Europeans.

There has been a threat of a disturbance at Amoy. It appears that the Chinese objected to the telegraphic station, and expressed an intention of pulling it down. The telegraph officials made all preparations for resistance, but nothing seems to have actually transpired, as the cable is still in working order.

We regret to hear that Mr. Fittock, who very recently resumed charge of Her Britannic Majesty's Consulate at Ningpo, after a furlough to England, is again obliged to return thither on sick leave. We believe that Mr. Alabaster is likely to succeed him as Acting Consul.

There has been a collision at Canton between the passage boatmen that ply to Shek Moon and the underlings of the Lekin station there, resulting in the death and wounding of men on both sides.

The little $3\frac{1}{2}$ ton steamer *Sea Gull* has just arrived to the consignment of Messrs. Lane, Crawford and Co., having had some rough weather to contend against. This journey from Liverpool to Hong Kong by so tiny a vessel forms a noticeable item among the curious in nautical history.

A private of H.M. 80th Regiment has been drowned at Kowloon, and his body has not yet been found.

A cricket match between the Victoria Cricket Club and an eleven of the Royal Artillery has been played, the latter winning by about 30 runs. A match between Royalist and Blarney, half a mile, for \$50, has been run off at the Race Course. There was a large number of people present, but the race was of little interest, being an easy affair for Royalist, who won much as he liked.

A meeting has been held of all the Canton merchants who make "Raw Silk" their special trade, when the following resolutions were passed :—

All foreign merchants are respectfully solicited to thoroughly examine the "muster" of any silk offered—its fineness, dryness, &c.—before they finally make their purchase. After closing the trade or bargain, there shall not be permitted any withdrawal, on the part of the purchaser, no claims for short weight, dampness, or missing packages, after leaving this port.

Silk when once having been sold, or bargained for, is sent to the purchaser's risk, and the seller will not be held responsible for loss in weight, occasioned either by fire or theft. Silk, when bargained for, is to be sold in the state in which it might be at the time of sale; and will not be dried either by artificial heat or by the heat of the sun.

The purchaser must assume all risks, after the merchandise has gone into his possession. We cannot bind ourselves to deliver it in the same condition in which we sell it at the place of its final destination. We are not insurers, and will assume no responsibility after accepted delivery.

In order to preserve justice, that we must deliver the goods according to the "muster" offered, but if the foreign merchants think that they are not the same as the "muster" at the time of delivery, in this case they may return the goods back to the Chinese merchant. No claims of indemnity shall be made on either side.

The following report of the directors of the Chinese Insurance Company (Limited) has been issued :—

The accounts show that an amount of \$346,270.20 has been received in premia, which is a satisfactory increase over the earnings of the previous term. The total receipts from all sources amount to \$370,751.22, including a surplus from the previous year of \$5,491.98, this being a portion of the sum then carried forward to meet outstanding claims which have since been liquidated. The losses during the year have been exceptionally severe, and have rendered the result of the term less favourable than might have been expected. The sum of \$187,639.24 has already been paid upon adjusted claims, and adequate provision has been made for all claims pending upon known casualties, in the further sum of \$57,105.05, which includes the premia upon unexpired risks. The losses have been upon first-class risks, and it is reasonable to hope that a similar concurrence of disasters will not soon again transpire. The usual interest upon the capital, amounting to \$36,000, has been punctually paid, and after provision for losses, as stated, and payment of the working expenses of the office, agents' commissions, re-insurances, return premia, and writing off one-third of the amount at debit of preliminary expenses, there remains a net profit of \$18,000, available for appropriation. Under the new clauses of the Articles of Association, one-third of this must be placed at credit of the reserve fund, increasing it to \$21,000. The remainder will be distributed as a bonus to contributors. The directors have been enabled to make more favourable disposition than heretofore of the company's capital and surplus funds, which are deposited in banks at satisfactory rates of interest. The special funds remitted to London have been invested in Government securities. The following changes have been made in the direction: Mr. H. Melchers, Mr. D. L. Hunter, and Mr. E. A. Hitchcock have retired in view of their departure from the colony, and Mr. J. McDonald, Mr. A. André, Mr. H. S. Geary, and Mr. J. F. Seaman (the latter *ad interim*) were duly elected in their stead, and these changes require confirmation.

The directors of the Indo-Chinese Sugar Company (Limited) have issued the following report for the year ending 28th February, 1873 :—

The accounts show that the value of the factory, estate, buildings, and rolling stock stated in the present balance-sheet shows an increase over that in last report of \$50,814.05, which sum represents the amount spent since the 1st of April last, in the erection of the machinery, the buildings, construction of roads, and upon all other permanent works. The sum of \$23,429.75 represents the amount expended up to Dec. 31, upon the working of the crop now in course of conversion, the total amount required to complete this season's operations being estimated at \$120,000. In profit and loss account, the balance from last year, which mainly represents the losses on the sale of the Bienhoa Estates, is brought forward, and to it are added charges, interest, and exchange, together with a proportionate amount written off preliminary expenses. The balance at debit of working account, which in the statement now submitted stands at \$116,143.41, includes the value of all sugar shipped to London and not drawn against, the sale of which, it is estimated, will reduce the final balance at debit of this account to about \$92,000. This unfortunate result of last season's operations was already foreshadowed in the report presented to the last ordinary meeting, and is mainly attributable to the destruction of nearly one-half of the cane crop owned by the company by disastrous floods of an altogether exceptional nature. Against General Loan Account must be placed the balance of shareholders' account, as well as the two calls to be made in June and December of the present year, amounting to \$200,000, of which, however, the sum of \$17,700 has been paid up by anticipation.

Several important changes have been made in the composition of the staff at the company's factory at Siam.

The former general manager of the company, Mr. John Costeker, having tendered his resignation, which was accepted by the directors, the superintendence of the company's affairs in Siam has been placed in the hands of Mr. Wellesley Sinclair, a gentleman of considerable local experience in that country, and in whom the directors have every confidence. The prospects of the present season seem sufficiently favourable, and the factory buildings, as well as the machinery, are reported in excellent order. According to the Articles of Association, two of the directors retire at this meeting, Messrs. E. A. Hitchcock, who has left the Colony, and F. Chomley; the latter of whom offers himself for re-election. Mr. Richard Deacon was invited by the Directors to join the Board to complete their number, and this election will have to be confirmed by the meeting.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 4th April; the French mail, from London February 28, arrived out on the 1st April. The following summary of news is from the *Singapore Daily Times* :—

There is a rumour, which we believe to be well grounded, that H.E. the Governor has received orders from the Secretary of State for the Colonies to go over to Labuan. Perhaps this visit may have something to do with Earl Kimberley's request for Sir Harry Ord's continuance in office, so that he may effect the long talked of amalgamation of Labuan and the Straits Settlements into one colony. It is said that his Excellency is only waiting a fitting vessel to take him over, being unwilling to risk the voyage in the *Pluto*.

We learn that Mr. C. B. Waller, magistrate of police at Province Wellesley, is appointed superintendent of prisons, and that Mr. Gottlieb, junior police magistrate, goes to the Province to take Mr. Waller's place.

On the 29th of March the corner-stone of the new Clyde-terrace Market was laid. The ceremony was celebrated with Masonic honours, and the Governor and Lady Ord were present. The District Grand Senior Warden, having delivered a Masonic oration of some length, a number of ladies and gentlemen repaired to the lodge, where they were hospitably entertained by the brethren. The ceremony was witnessed by a large concourse of people.

Advices from Manila, under date 17th March, report that there has been an eruption of a large volcano in the Barera mountains, in the island of Mindanao, by which several villages on the side of the mountain and in its neighbourhood had been destroyed, and not less than 400 persons had perished, only a few having escaped by flight on hearing the subterranean noises that preceded the eruption. Several shocks of earthquake were also felt in many districts of the island.

On the 2nd April the Telegraph Companies' repairing steamer *Agnes* completed the repairs to the cable, and restored communication between Singapore and Batavia.

The extra P. and O. steamer *Eneen*, Captain Lee, from Bombay 18th March, arrived here on the 3rd April.

The United States gunboat *Tautic* has left for Hong Kong.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been but little alteration in the market during the fortnight; Grey Shirtings 8½ lbs. had continued in fair demand, and the better qualities had further advanced; 7 and 9 lbs. were in small inquiry, 8 lbs. entirely neglected; Yarn in fair request, and quotations, which were firmly supported, showed a slight advance; Velvets much depressed, plain Laustres in small inquiry, moderate sales of Mousselines, Cloth and Blankets quite neglected, slight enquiry for Nail Rod Iron. Quotations:—G. E. Grey Shirtings, 7 lbs., 38½ yards 39 in., \$2.25 to 2.27½; 8 lbs., 44, 45 in., \$2.52½ to 2.55; 8 lbs. 4 to 8 lbs., 6 ditto 39 in., \$2.52½ to 2.62½; 9 lbs., ditto 44 in., \$2.95 to 3.00 per piece. Cotton Yarn, No. 16 to 24, \$39.00 to 41.00; No. 28 to 32, \$43.50 to 45.00; No. 38 to 42, nominal, \$44.00 to 45.00 per picul. Metals: Small inquiry for Nail Rod Iron; Lead out of demand; Coals: Nothing doing.

HIOGO-OSAKA.—The utmost dullness had prevailed, and excepting for Yarns and Shirtings prices had declined. Cotton Yarn: Nos. 16-24 slightly advanced; Nos. 28-32, firm; Nos. 38-42, no demand. Shirtings improved in value to a small extent, owing to scarcity of stock; deliveries inconsiderable, and the feeling not strong. Black Velvets showed a further decline, and were difficult of sale at the reduced rates. Mousselines de Laine, Plain and Printed, had been dealt in to a fair extent, but at ruinous prices; the purchases, however, which were for immediate wants, showed that the consumption of this article was still large. Cloth had been in less demand, on account of the lateness of the season, and prices were declining. Quotations:—Cotton Yarn, Nos. 16 to 24, \$120 to 121 per bale; Nos. 28 to 32, \$132 to 133. GE Grey Shirtings, 7 lbs., 38 yds. 39 in., \$2.30 to 2.32 per piece; 8½ to 8½ lbs., do., \$2.57 to 2.66; 9 lbs., 44 in., \$2.95.

TIENTSIN.—The market was in a depressed condition, caused by heavy arrivals.

HANKOW.—There was a quiet feeling in the market, on account of dealers awaiting further advices from Shanghai. Sales of Grey Shirtings confined to a few hundred pieces of 9.10/12 to 10 lbs. at Tls. 2.40 to 2.60 for common to best, showing a decline of 1 to 2 per piece. Best 7 lb. T-Cloths in request, but few had changed hands, as holders asked more than the dealers were inclined to pay. Spanish Stripes in good demand at advancing prices. An assortment of H. H., consisting of 12 pieces Dark Blue, 96 pieces Scarlet, 54 Gentian, 12 Purple, and 6 Black, sold at 66c. per yard.

SHANGHAI.—There had been little demand, and the market closed without much promise of an early return to business. Grey Shirtings: 8½ lbs., sales very insignificant, nor had speculators been able to do much, although they had lowered the prices in cash transactions; 7 lbs. again lower, and heavy kinds a shade easier, but sales barely sufficient to establish quotations; with regard to other Piece Goods and Wool-

lens inactivity had been the prevailing characteristic of the market. Metals.—Quicksilver had been in some request, and had advanced to Tls. 90. Iron: Sundry parcels of Nail Rod sold to Natives at gradually strengthening rates for all kinds. Staffordshire Nail Rod, Tls. 3.70, assorted bars of Belgian manufacture, Tls. 3.60; holders very firm, and the market had a strong upward tendency. Lead: Market stronger, more enquiry, but very little had changed hands; about 200 tons of L. B. taken at Tls. 5.25. Coals: Market firm but quiet.

MANILA.—The demand for Plain Staples increased after the departure of last mail, and dealers were obliged to supply their wants at a considerable advance on former rates. The business being done at the close was, however, entirely for the supply of immediate wants, and dealers showed little confidence in the stability of the higher range of values, sales for arrival, even with steamer named, not being practicable except at a marked reduction on current rates. New and suitable Fancy Goods were scarce, and found a ready sale, but little progress appeared to have been made with old stocks, which were still pressed on the market at low prices.

SAIGON.—A fair amount of business had been transacted at slightly better prices; 8½ lbs. Grey Shirtings and 5 lbs. T-Cloth continued in demand at quotations, but White Irishes were neglected. Quotations: Grey Shirtings, 8½ lbs., \$2.65; 7 lbs., \$2.25; T-Cloth, 6 lbs., \$1.65; 5 lbs., \$1.42; 4 lbs., \$1.25; White Irishes, \$1.65.

EXPORTS.

TEA.

YOKOHAMA.—Settlements for the fortnight amounted to only 700 piculs, and the season was looked upon as nearly over. The Pacific Mail steamer took 133,683 lbs. for San Francisco, 57,749 lbs. for New York, and 10,391 lbs. for Chicago; there had been no further export.

HIOGO-OSAKA.—No transactions were reported, and quotations, in the absence of business, were quite nominal. Dealers would doubtless, however, accept low rates, as many of them were anxious to realise. Settlements, nil. Stocks, without alteration.

SHANGHAI.—The only sales during the week had been three small chops—1,706 boxes Pingsuey, which had been taken at from Tls. 34 to Tls. 44. A few further arrivals of Green Tea had taken place, and stock of all kinds was estimated at 2,840 half-chests, of which 1,750 half-chests were country kinds, 790 half-chests Pingsuey, and 300 half-chests Shanghai-packed Tea. Stock of Black Tea, nil. Export to Great Britain, to date, including lost cargoes:—

	1872-1873.	1871-1872.
Black	65,290,490 lbs. against	70,575,920 lbs.
Green	10,927,056 „ „	8,149,260 „
Total	76,217,546 „ „	78,725,180 „

SILK.

YOKOHAMA.—The market had remained very firm for Hanks since our last report, the greater half of the business had been in other sorts, and on Oshus prices had been rather in favour of buyers. Settlements amounted to 550 bales, and there were besides some large parcels under inspection reported to be for shipment on part native account. Arrivals had been on a large scale, and consisted chiefly of Oshus. Settlements, Hank sorts, 250 bales; other sorts, 300 bales; total, 550 bales. Total settlements to date, 11,650 bales.

HIOGO-OSAKA.—After a long interval of inactivity, a few transactions had taken place, settlements amounting to about 120 piculs, the bulk of which would go forward on native account.

SHANGHAI.—About 300 bales had been settled, chiefly on joint account with the natives. Prices had declined fully 1s. 6d. per lb. Re-reeled silks, owing to their comparative cheapness, had been in favour. Ordinary raw silks were very scarce, and were likely to continue so. The unsold stock remained unchanged.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	TEA.						SILK.
	From Yokohama & Nagasaki.	From Shanghai and Hankow.	From Fuzhou.	From Amoy.	From Canton, Macao, &c.	Total lbs.	
From June 1 to Feb. 28, 1873	—	75938917	50507500	—	18012471	144468888	54300
Corresponding period last season	—	77750358	46980208	—	15631171	140361737	49837

Shipments Since:

Mar. 6 per Ellora (str.)	From Shanghai, &c.	—	515
— 13 ... Sindh (str.)	... Do.	—	278

TO THE CONTINENT.

From June 1 to Feb. 28, 1873	...	4365770	Bales.
Corresponding period last season	...	5101679	17857

Shipments Since:

Mar. 6 per Ellora (str.)	From Shanghai, &c.	—	278
— 13 ... Sindh (str.)	... Do.	—	468

TO UNITED STATES.

From June 1 to Feb. 28, 1873	...	56653552	Pcls.
Corresponding period last season	...	51993433	3474

Shipments Since:

Mar. 4 per Leila M. Long	From Shanghai	...	610,041
— 5 ... Minko	... Yokohama	...	610,000

TO AUSTRALIA.

From June 1 to Feb. 28, 1873	...	16,347,518 lbs.
Corresponding period last year	...	12,639,962

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	18,600	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,580	46,603
1846 to 1847	63,972,000	22,144	1864 to 1865	121,236,570	32,313
1847 to 1848	77,327,500	61,283	1865 to 1866	118,333,042	62,890
1848 to 1849	92,240,300	50,481	1866 to 1867	118,433,290	50,052
1849 to 1850	76,990,255	69,315	1867 to 1868	116,800,130	57,449
1850 to 1851	65,789,792	83,134	1868 to 1869	142,789,804	70,917
1851 to 1852	86,560,452	61,169	1869 to 1870	139,791,193	63,807
1852 to 1853	90,066,160	70,644	1870 to 1871	131,969,850	61,329
1853 to 1854	109,854,040	79,199	1871 to 1872	119,774,395	54,589

* Including the Continent.

EXCHANGES, & c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 5½d.	4s. 5½d.	4s. 5½d.
Shanghai "	5s. 11d.	5s. 11½d.	5s. 11½d.
Canton "			
Hong Kong "	1s. 5½d. to 4s. 5½d.	4s. 5½d.	4s. 5½d.
Macao "			
Singapore "	4s. 5½d.	4s. 6d.	4s. 6½d.
Manila "	4s. 3d.		

MISCELLANEOUS.

	At Shanghai	At Hong Kong.
Bills on India	304 to 304½	228
" Hong Kong	2½ to 2½ dis.	
Bar silver	111.20	7½ prem.
Mexican dollars	76.90	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 53 per cent. premium.
 Hong Kong Gas Company, \$53 per share.
 Hong Kong and Whampoa Dock, 9 per cent. discount.
 China Traders' Insurance Company, \$1,100 premium.
 Hotel Shares, 43 per cent. discount.
 Hong Kong and Macao Steamboat Company, 36 per cent. premium.
 Hong Kong Fire Insurance Company, \$300 premium.
 Union Insurance Society, \$900 premium.
 China and Japan Marine Insurance Company, Tls. 20 premium.
 China Fire Insurance Company, \$35 premium.
 Victoria Fire Insurance Company, \$23 premium.
 Indo-Chinese Sugar Company, \$67½ dis.
 Shanghai Steam Navigation Company, Tls. 26 premium.
 Hong Kong Distillery Company, \$25 dis.
 Hong Kong Pier and Godown Company, \$45 dis.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divid.
	Tael.	Tael.	Tael.	
Shanghai Dock Company	500	500	210	4 p.c.
Shanghai Gas Company	100	100	145	12 p.c.
Shanghai S.N. Company	100	100	128	12 p.c.
S. Tug and Lighter Company	850	850	575	12 p.c.
French Gas Company	50	50	61½	11 p.c.
Hong K. Fire Insurance Co.	\$1,000	\$200	\$515	12 p.c.
North China Insurance Co.	Tls. 1,000	Tls. 300	Tls. 470	12 p.c.
North China Steamer Company	100	100	56½	
Union S.N. Company	100	100	91	12 p.c.
Yangtze Ins. Association	500	500	780	15 p.c.
Union Insurance Society	\$5,000	\$1,000	Nom.	12 p.c.
China Traders Co. (Limited)	1,000	1,000	\$2,150	\$250 p.sh
Hong Kong and China Gas Co.	£10	£10	£85	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls. 126	12 p.c.
Victoria Fire Insurance Co.	\$500	\$100	\$128	12 p.c.
China Fire Insurance Co.	500	100	135	12 p.c.
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls. 140	12 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, March 9, Harrington; from New York, 8, Dilpusund.
 At HIOGO.—From Hamburg, March 7, Chance.
 At NAGASAKI.—From London, Pearl (str.).
 At SHANGHAI.—From Liverpool, March 16, Ajax (str.).
 At HONG KONG and CANTON.—From Hamburg, March 25, Atalanta (str.); from London, previous to April 25, Glendaroch (str.), Venetia (str.), Scotland (str.); from Liverpool, Fatchoy (str.).
 At MANILA.—From London, March 14, Sea Gull (str.); from Liverpool, 16, Aurorita; from Cadiz, 16, Conchita.
 At SINGAPORE.—From Cardiff, April 2, Tresa Picasso; from London and Liverpool, previous to April 29, Ulysses (str.), Macgregor (str.), Tchikatchoff (str.).
 At PENANG.—From London, &c., previous to April 29, Caradoc Luigi.

DEPARTURES.

From YOKOHAMA.—For London, March 20, Lyeemooon.
 From HIOGO.—For London via Nagasaki, Feb. 24, Ivanhoe; for Queenstown, f.o., March 16, Lauderdale.
 From SHANGHAI.—London, March 13, Priam (str.).
 From HONG KONG and CANTON.—For London, March 26, R. H. Jones.
 From MANILA.—For London, March 4, Merse; for Liverpool, 6, Trinidad; for Channel, f.o., 13, Antipodes.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 1, at London, from Akyab, Aletheia (str.); from Manila, Adolfo; April 29, off Dungeness, from Java, for Rotterdam, Preciosa; May 1, off Falmouth, from Rangoon, Wallace; at Liverpool, from Manila, Loyola; April 15, at New York, from Manila, Flying Eagle; —, at Boston, from Ilo Ilo, Nehemiah Gibson; May 2, at Falmouth, from Macassar, for Amsterdam, Alice; off the Lizard, from Sourabaya, for Rotterdam, Susanne; from Rangoon, Fair Leader; — at Queenstown, from Rangoon, Lorenzo Cogolletto; April 27, at Venice, from Rangoon, Lottie (str.); May 1, off Hastings, from Java, Medea; April 30, off the Eddystone, from Banjoewangie, for Amsterdam, Ary Scheffer; May 3, at Liverpool, from Rangoon, Victory; — at Queenstown, from Maulmain, Schleswig Bride.

DEPARTURES.—May 1, from London, for Colombo, Peveril of the Peak; April 29, from Glasgow, for Batavia, County of Nairn; 30, from Cardiff, for Singapore, Oxford; May 1, from Cardiff, for Singapore, Ella; 3, from London, for Colombo, &c. (via S. C.), Derby (str.); 2, from Shields, for Batavia, Hendrika; 3, from London, for Cardiff and Singapore, Lyra.

LAD ON.—At London, for Chefoo and Tientsin, Sing Tai; for Colombo, &c. (via S. C.), Othello (str.); at Glasgow, for China, Japan, &c., Zambesi (str.).

SPOKEN.—Medea (Dutch ship), Bali to Rotterdam, April 5, 23 N., 43 W.; County of Pictow, Cardiff to Singapore, April 6, 4 N., 27 W.; P. W. J. F. (vier Gebroeders), of Amsterdam, April 27, 55 N., 17 W.; Orient (Russian barq.), Falmouth to Singapore, March 3, 1 N., 22 W.; Nederland, Amsterdam to Batavia, March 14, 18 S., 29 W.; Lihaina (French barque), London to Singapore, March 6, 15 S., 30 W.; Granville, London to Colombo, March 6, 12 S., 30 W.; Orient (barque), Cardiff to Singapore, April 27, 48 N., 11 W.; Remus, Newport to Galle, March 23, 2 N., 22 W.

MISCELLANEOUS.—Advices from Rotterdam, May 1, state that the Susanne, Bax, from Batavia to Holland, which put into Surinam, Jan. 29, leaky, &c., had been condemned; tonnage was being sought to bring on her cargo.

At ST. HELENA.—March 25, Peking, Seymour, from Zebu; Maria, Mendozona, from Manila; 27, Utrecht, Muller, from Batavia; Nieuwe Waterweg II., Swalt, from Proboling; 29, Omba, Thompson, from Shanghai; Dovenby, Penny, from Higo; April 1, Harkaway, Constant, from Manila; 2, Margaret Pugh, Jones, from Proboling; 4, Amstral Trom, Appel, from Banjoewangie; Brightest Star, Tilly, Queen of the Fal, Haynes; John Kendall, James, all three from Colombo; Thomas Fletcher, Pendleton, from Padang; Matador, Stenzet, from Pasaroeng; 5, Estrella, Otazabal, from Chittagong; Brave, Marquhande, from Samarang; 6, Marion, Taylor, from Pasaroeng; 7, Sumatra, Monteciaro, from Penang; Sepia, Connel, from Rangoon; Jacob Rothene, Wilde, from Padang; 9, Kate Stott, from Penang.

At PORT SAID.—May 1, Lap Tek (str.), from London, for Singapore, China, &c.

At MAURITIUS.—March 8, Henrietta, Owen; 10, Bakia Letchmy, Westenberg; 19, Stamboul, Monday; 24, Coldstream, Boniface; all from Chittagong; April 3, Fleur de Maurice, Galliehan, and sailed for Galle.

Off ST. HELENA.—March 31, Peter Stuart, from Singapore; 28, Alice, from Penang; April 5, Druielin, from Colombo; 6, Pride of Wales, from Rangoon; Shunlee, from Colombo.

At TABLE BAY.—March 27, Peep o' Day, Lawson, from Colombo; Tilde Figlia, McAvello, from Java; April 4, Verena, Hutchinson, and sailed for Galle.

CASUALTIES.—Advices from Mauritius, April 4, state that the Hooghly, of Bordeaux, Veillet, from Pasaroeng to Havre, which put in there March 20, with loss of jibboom, port bulwarks, sails split, and cargo shifted, having encountered a cyclone, March 12, in lat. 24 S., lon. 54 E.; the wind veering from E.S.E. to S.W., a great quantity of water penetrated into her hold, and damaged a large portion of her cargo (coffee), which was being sold by order of surveyors; the vessel will go into dock for examination.

LATEST TELEGRAMS.

THE WAR IN SUMATRA.

(REUTER'S TELEGRAMS.)

THE HAGUE, MAY 2.—The Government has received a telegram from the Governor-General of Java. It contains a telegraphic report sent by the Government Commissioner, dated Atchin, the 28th ult., stating that the embarkation of the troops had been successfully accomplished. The Governor-General announces that troops have been sent to Delhi in order to watch the depot of coals intended for the use of the blockade flotilla.

CONSTANTINOPLE, APRIL 28.—It is stated that Seid Effendi, the Envoy Extraordinary of the Sultan of Atchin, has arrived here in order to solicit the good offices of the Sublime Porte for the adjustment of his differences with the Dutch Government.

THE AUDIENCE QUESTION.

SHANGHAI, APRIL 30.—The Emperor of China has ordered his Ministers to take into consideration the ceremonials to be observed in granting audiences to foreign Ministers.

THE GRAND DUKE ALEXIS.

SHANGHAI, APRIL 30.—The Grand Duke Alexis of Russia has left Nagasaki for Wladiwostock.

THE PANTHAY REVOLT.

CALCUTTA, MAY 3.—Messengers have reached Prince Hassan at Rangoon. Talifoo had fallen, and all its inhabitants been slaughtered four months ago. Suliman was dead. Chinese messengers from the Chinese Governor to the King of Burmah have passed through Bhamo.

COMMERCIAL.
STRAITS SETTLEMENTS.

SINGAPORE, APRIL 29.—Cotton Yarn, 40's, \$129; Grey Shirtings, 39-in., 8½ lbs., \$2.52½; 7 lbs., \$2.12½. T-Cloths, 6 lbs., ordinary, \$1.57½. Gambier, \$5.25. Pepper: Black, \$14.50; White (Rhio), \$22.50. Tin, \$35½. Exchange on London: Bank bills, six m.s., 4s. 5½d.

PENANG, APRIL 29.—Tin, \$35. Pepper: Black (West Coast), \$13.60; White, \$23. Sugar, No. 2, \$1.50 to 4.85; No. 3, \$3. Cotton Yarn (Mule Twist), 40's, \$127; 30's, \$107. Grey Shirtings, 8½ lbs., \$2.57½; T-Cloths, 6 lbs., \$1.62½. Exchange on London: Bank bills, six m.s., 4s. 5½d.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, MAY 2.—The Messageries Maritimes steamer Provence, with the inward French mails, arrived here to-day at 7 P.M. She brings 150 passengers and a general cargo, including 175 bales of silk, 2,700 packages of tea, and 84 packages of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Euphrate, due in London on or about the 15th inst.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, APRIL 30.—The P. and O. steamer Mooltan, with the India and China heavy mail, leaves at 3 P.M. for Southampton, where she may be looked for on Monday, the 5th prox. All well.

INWARD FRENCH MAIL, DUE MAY 19.—GALLE, APRIL 25.—The Messageries Maritimes steamer Hoogly, with the inward French mails, left here to-day for Aden.

OUTWARD FRENCH MAIL OF MARCH 28.—GALLE, APRIL 24.—The Messageries Maritimes steamer Irrawaddy, with the outward French mail, from Marseilles 30th March, and Suez 9th April, left here to-day for Singapore.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, APRIL 29.—The P. and O. steamer Peking, with the India and China heavy mail, from Southampton, 24th inst., arrived at three, and leaves at six P.M., for Alexandria. All well.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CRYDER.—On the 2nd May, at 91, Queen's-gate, Mrs. W. Wetmore Cryder, of a daughter.

HEYCOCK.—On the 26th April, at Pycheley House, Northamptonshire, the wife of Charles Hensman Heycock, late captain 75th Regiment, of a son.

JOHNSTON.—On the 29th April, at Heatherley, near Wokingham, the wife of A. R. Campbell Johnston, of a son.

MALCOLM.—On the 4th May, at 15, Powis-square, Bayswater, the wife of W. A. Malcolm, of a son.

MILLER.—At West Lodge, Headington, Oxfordshire, the wife of Torrens Rowley Miller, of a daughter.

WHITTALL.—On the 23rd March, at Hong Kong, the wife of James Whittall, of a son, stillborn.

MARRIAGES.

HEMBER-SAMPSON.—On the 22nd March, at St. John's Cathedral, Hong Kong, Samuel Hember to Louisa Jane, eldest daughter of A. F. Sampson, of Hong Kong.

HOPKINS-MACVAIL.—On the 18th March, at Trinity Church, Shanghai, by the Rev. Canon Butler, William Hopkins, of Shanghai, to Lavinia, youngest daughter of the late Alexander Macvail, Inverary, Scotland.

MONTEAUBAN-BUTTERFIELD.—On the 3rd April, at the Church of St. Philippe du Roule, Paris, the Viscount de Montauban, Colonel of the 11th Hussars, only son of General Count de Palikao, K.C.B., and Lady de Montauban, Comtesse de Palikao, to Jane Wright, only daughter of the late R. S. Butterfield, of Woodlands, Haworth, Yorkshire.

MOTSEY-MAXWELL.—On the 29th April, at St. Mary Abbot's, Kensington, by the Rev. Frederick Luttrell Motsey, Capt. Charles John Motsey, R.E., to Frances Henrietta, second daughter of Sir P. Benson Maxwell.

SHARPE-GUILLEBAUD.—On the 28th April, at St. John's, Notting-hill, by the Right Rev. Bishop Cloughton, D.D., Archdeacon of London, assisted by the Ven. Archdeacon Wise and the Rev. J. P. Gell, M.A., William Edward Thompson Sharpe, of the Ceylon Civil Service, to Frances Sophia, youngest daughter of the late Rev. P. Guillebaud, of Clifton.

DEATHS.

CORBETT.—On the 10th March, at Chelsof, the wife of the Rev. Hunter Corbett.

ELLIOT.—On the 22nd April, at Southampton, Walter Elliot, aged 62, for many years Colonial Civil Engineer at Gibraltar.

HALLAM.—On the 24th March, at Hong Kong, Capt. Thomas Hallam.

MCCOY.—On the 24th March, at Hong Kong, suddenly, Dr. Robert McCoy, Colonial Surgeon.

MURCHISON.—On the 30th April, at Bath, Roderick Mainzy Murchison, late Captain 50th Regiment, second son of the late Kenneth Murchison, formerly Governor of Penang, and Nephew of the late Sir Roderick Impey Murchison, Bart.

POY.—On the 30th April, at Aramont, Lyons, C. Felix Poy, in his 63rd year.

ADVICES from New York, dated Saturday last, state that Mr. DE LONG, the American Minister to Japan, has been removed from his post. This statement is not in accordance with that received from Japan by last mail, which was to the effect that the recall of Mr. DE LONG was simply due to the fact that his term of office had expired, and that the State Department of Washington had acknowledged with warmth the efficiency with which he had discharged the duties of his mission.

At a meeting this day of the shareholders in the British-Indian Extension Telegraph Company, of the China Submarine Telegraph Company (Limited), and the British Australian Telegraph Company, the formal consent of the shareholders to the scheme of amalgamation, which has already been referred to in our columns, was given.

The Messageries Maritimes have appealed to the Court of Cassation against the recent judgment of the Court of Appeal in their suit against the Suez Canal Company.

Miscellaneous.

CHRISTIANITY IN JAPAN AND CHINA.

The Rev. J. P. Hewlett, Metropolitan Secretary of the British and Foreign Bible Society, gave, at a meeting at Portsmouth on the evening of the 29th of April, an account of the society's work and prospects in Japan and China. Describing Japan, he said it was something like the British Isles in point of extent, with a population nearly equal. The people, too, were remarkably like the English in some of their best characteristics. He might, in fact, call them the Anglo-Saxons of the East—a patient, plodding, painstaking people, who could soon see through a thing, and adapt it to practical purposes. They had for a long time had an intense hostility to anything like foreign influence; but this hostility was rapidly passing away, if it had not done so already. It might not be generally known that this feeling had, in part, arisen from the introduction to Japan, some three hundred years ago, of the Roman Catholic Church. Now, without endorsing their views, he admitted that there had been devoted missionaries belonging to that Church—men who had gone abroad with their lives in their hands, and sacrificed themselves to the work to which they believed they were called. On going to Japan they received permission from the Government of the day to build churches, carry on processions, make converts, &c.; and for a long time they prospered greatly. But then came a sudden change. They were found to be dabbling in politics—an unhappy peculiarity of the Jesuits—laughter—which had been noticed also in England. Laughter and hear, hear. Well, they tried to effect a change in the government of Japan. They were discovered. Some were put to death and others banished. Twenty years ago not a vestige remained of that work of the Roman Catholic missionaries; and so great was the hatred of the Japanese to Christianity that every child was taught to spit at the name of Jesus. But how came that result about? He would call their attention to the island of Madagascar. There the missionaries were driven away, not through any political intrigue, but through the malice of a heathen queen. They were at length re-admitted, and for every disciple they had left they found, on their return, ten, although persecution had meanwhile raged. Now, what was the cause of the difference in the two cases? In Madagascar Protestant missionaries had, before they left, translated the Bible into the language of the island, and had taken care that the people could read. But in Japan the Roman Catholic missionaries did nothing of the kind. They had done everything but that. Roman Catholics never began translating the Bible, and reading it to the people. So that when the missionaries were driven away, the Japanese were left without the Scriptures. Centuries had since passed. And there was one advantage connected even with the missionary failure to which he had referred, for there was something good about everything. The Japanese were now desiring light from all quarters; but if Christianity should be welcomed and recognised again in Japan, as they had reason to believe it would, its form was not likely to be that of Roman Catholicism. (Hear, hear.) The Japanese had had enough of that, for they had it in their records and their history. Japan was a wonderful country. Its resources were very great. In minerals it was as rich as Cornwall; in coals, as Newcastle, though he hoped they were much cheaper. (Laughter.) The people were energetic and businesslike, determined to get on. Their Ambassadors during their visit to Europe had inspected almost everything, and had done it in the most business-like manner. They were carrying back to their own land the result of their own observations, and they would use them. They had visited the Bible Society's depot, and had received a present of a Chinese Bible. The meeting might ask what was the use of giving a Chinese Bible to Japanese? For two reasons—first, because they had no Chinese Bible; and secondly, because an educated Japanese could read a Chinese Bible. In passing through, the Ambassadors stated that in all probability, at no distant time, some form of Christianity would be nationally recognised in Japan. God grant it might be so! If the Japanese should become a thoroughly enlightened and spiritual nation, they were the people to work on the Chinese, and the society might hope to accomplish what it was now attempting. But what little impression they had made on the Chinese! Their distance, or their ignorance of the feelings of the Chinese, might account for this. Mr. Hewlett exhibited to the meeting the first instalment of the Scriptures in the Japanese language—the Gospel by St. John. A committee had been formed for printing the whole Bible; and in three years it was hoped the whole of that work would be accomplished. There would then not be a single spot in the whole world in which some portion of God's Holy Word could not be found.

THE matter of the Suez Canal dues is still the cause of much excitement in Constantinople. It is stated that the proposal made by M. de Lesseps, to submit to the State Council the question whether the Suez Canal Company have a right, in virtue of the deed of concession, to calculate the dues for the passage of the Canal in the manner that has been in force since July 1st, having met with some opposition from the British Ambassador, M. de Lesseps is about to offer, in a letter to the Grand Vizier, to lay the question before a council of former Turkish ministers, who would add to their number certain expert and eminent men of various nationalities now residing in Constantinople; for instance, Hobart Pacha, Herr Pressel, a German engineer, &c. The decision of this council would have to be submitted to the Sultan, who alone would have the power of definitely settling the question.

On Thursday, at Willis's Rooms, Mr. Benjamin Seare, late of Japan, gave an entertainment entitled "Dramatic Recitals Illustrative of the Writings of Charles Dickens." Mr. Seare possesses some fine dramatic power, and has evidently a thorough knowledge and high appreciation of the author, as his delineation of the several characters which he personated clearly showed. For nothing could have been more grotesque than his rendering of Bunble the Beadle, nor anything more dramatically tragic than his personation of Fagin the Jew in the dock and in the condemned cell. Mr. Seare did not quite come up to our expectation in the celebrated trial scene of Barrell v. Pickwick, but on the whole

the entertainment was a decided success, and will be repeated next Thursday evening.

From the *New York Herald* we learn that a project is on foot for a grand international regatta, to be held on Pleasure Bay and Shrewsbury River, within easy distance of New York. The Oxford and Cambridge Universities crews, and the London Rowing Club are to be invited, and the whole affair is to be conducted on that "monster" scale so peculiar to our American friends. Additional novelty is to be provided in the way of races between Venetian gondoliers, while Japanese boatmen will contend against each other in their native craft.

The Pacific mail steamer *Colorado* arrived at San Francisco on the 14th ult., with five Chinamen sick with the small-pox on board. The vessel was put in quarantine and the cabin passengers landed, after which the Board of Health ordered the Chinese passengers to be placed on board the hulk at quarantine, on the ground that all of them must be vaccinated and the vessel fumigated thoroughly, after which the cargo will be permitted to be landed.

The P. and O. Company will despatch the following steamers from Southampton, taking cargo for all ports in India, China, Japan, and Australia, *via* the Suez Canal:—The *Mirzapore*, on May 10, *Australia*, May 15, *Lombardy*, May 22, *Zambesi*, May 29, *Khedive*, June 5, *Malwa*, June 12, and *Deccan*, June 19.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, APRIL 28.

The whole of the past week has been devoted to the second reading of the New Currency Law, and several important alterations and modifications of the original Bill have been agreed to. In such a mixed Assembly as the German Parliament, composed as it is of landed proprietors, officers of the army and navy, agriculturists, foresters, manufacturers, professors of mathematics and astronomy, lawyers, and Government officials of almost every department, with but a sprinkling of bankers, shipowners, and merchants connected with foreign trade, it is easy to conceive that there are but few members able to form an opinion of their own, or to grapple with the difficulties connected with a work of such gigantic importance as a thorough alteration and radical reform of the currency of a country containing more than forty millions of inhabitants. The House is composed of several political factions, but in such a case as this they were impotent to do any good, and, therefore, very wisely determined to delegate for a time their power to a Mixed Committee elected by the different political parties. This "Free Commission," as it is called, consisted mostly of the above mentioned "sprinkling" of men of business, connected with commercial pursuits, and numbered about thirty members, who, setting aside for a moment their differences of opinion and political bias, met on the neutral ground of the Committee-room to discuss the merits of the Government Bill for the alteration of the currency, and see if they could not improve it in the interests of the German nation at large. As the committee was appointed just before the adjournment of the Parliament for the Easter vacation, it is pleasant to be able to record that the members evinced such public spirit, and were so thoroughly imbued with the importance of the subject confided to their care, that they one and all agreed to sacrifice their private convenience and family arrangements, and remain at Berlin during the holidays, so as to be ready with their work when the House should resume its sittings, which was last Monday, when the debate on the second reading of the Bill was placed on the order of the day.

In the absence of any political agitation in Denmark, the visit of the Japanese Embassy to Copenhagen has made a great sensation, and was quite a godsend for the newspapers, who filled their columns to repletion with details of the sayings and doings of these Orientals. After paying us here a short visit on their return from Russia, the Embassy proceeded by railway to Lübeck, and thence by steamer to the Danish capital, where it appears their reception was of the most enthusiastic description. On the 20th they were invited to a grand banquet given in their honour at the exchange by the merchants, which was very numerously attended, and where many complimentary speeches were made on both sides. The Danish Consul-General at St. Petersburg, Herr Pallisen, had come over and took part in the proceedings. On the toast of the evening being proposed, the chief of the Embassy, Sionü T. Iwakura, thanked the gentlemen present for the expression of their kind wishes to promote the trade and increase the friendly intercourse between the two nations, which he assured them was fully reciprocated by the Government and people of Japan. On the following day, after their presentation at Court, they were the guests of the Minister for Foreign Affairs at the Palace of Amalienborg, who was also honoured by the presence of the Crown Prince. On the 22nd they attended the sitting of the Folksting, and inspected several of the public buildings and museums of the capital. What appeared to interest them most was the splendid collection of models of ships in the naval museum. They are arranged in chronological order, and contain a complete and unbroken series of ships of war, showing their construction, mode of rigging, and armament; perhaps the most complete collection of the sort in existence, and of great historical interest, as the Danes have always been a seafaring nation from the earliest time of their sea-kings and vikings, who ruled the ocean, and were the terror of all their maritime neighbours. On the 23rd inst. the Embassy left Copenhagen for Sweden; the King of Denmark had placed a ship of war at their disposal to carry them to Stockholm, but they preferred to cross by the passenger steamer, the *Thunberg*, to Malmö, and then proceeded to Stockholm by a special train, where by the last accounts they are being similarly fitted. According to the *Berlin Börsen Zeitung*, Kido, member of the Japanese Council of State, and Okabo, Minister of Finance, two of the special ambassadors to Europe and America, are ordered to return to Japan.

The steamer *Alexander*, Captain Himmel, built by Earle in Hull, left this port on the 23rd inst. for the Amoor, *via* Suez Canal, and her sister ship, the *Nicolai*, will leave, or has left, London for Hankow to load tea there, and will be followed by two other steamers belonging to this in-

owners (the Russian Amoor Steam Company). Herr Isenbeck, the managing director of the company, proceeds overland to Siberia, where he will meet the Grand Duke Alexis.

The director of the telegraph station in this city gave notice last week that the telegraphic communication between Blagovessensk and Constantinovska was interrupted, but it is now notified that it is again in working order.

Notice is officially given by the Board of Trade and Navigation in this city that the iron screw steamer *Enterprise*, having become the property of the "German Steamship Company at Hamburg," now sails under the German flag, and that her name has been entered in the register as the *Egeria*, with the distinguishing flag R. D. K. W. She is advertised to sail May 15 for Penang, Singapore, and China. The same company further gives notice that their new steamer *Cassandra*, of 2,000 tons, will be despatched on May 31 for Yokohama, *via* Penang, Singapore, and Hong Hong.

At the general meeting of the "International Bank of Hamburg," Messrs. Theodor Reincke and B. Arnold were elected as auditors for this year, the former by 2,144 and the latter by 1,097 votes.

SHIPPING.

ARRIVAL.—Landdrost Braun, from Hong Kong and Canton.

SAILED.—Hamburg to Manila, Carl Ritter; to Singapore, Ceres; to Bangkok, Alexander (str.), and Laimetar to Nicolayefsk.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, APRIL 29.

Atchin is the topic of the day, and as a matter of course the Second Chamber was densely filled when this question was brought forward at the sitting of Monday last. Mr. Van Lynden opened the attack on the Government. According to his opinion, the statement which was published by the Minister, and of which you have already given the substance, is both important and interesting, because it gives a clear view of what our relations with Atchin have been since 1824. But he is convinced that many of his co-patriots would support him in his opinion that the Minister's declaration would make a painful impression, because it was clearly shown that this war is simply one of policy. The statement contains much which would be amusing if the affair was not so serious, for it seems that Atchinese ambassadors were conveyed by a Dutch man-of-war to Singapore, in order that they might conspire there against us! The memorandum is interesting, but it does not throw enough light on the question. The nation has a right to ask what has happened that the Government should have surprised the country with a sudden declaration of war, and he hopes that the Ministry will not shrink from giving an ample reply to justify, if possible, what has been done by the Government in this deplorable affair. Who is—Mr. van Lynden asked—responsible for the declaration of war, which has proved to be so rash an act? The leader of the Opposition, Mr. Heemskerk, quite agreed with the last speaker. Everything had been done in a hurry, and wholly without preparation; and he called upon the Ministry to resign unless they were able to send ten thousand soldiers immediately to Atchin. Mr. de Roo also blamed the Government for having despatched the expedition in a hurry, and he feared that this war would cause a stagnation in the development of Java. He declined to propose a vote of want of confidence, but in the face of events he invited some of the friends of the Minister to propose a vote of confidence. At this point the debate was adjourned to the next sitting, when the Minister of the Colonial Department, in reply, took the entire responsibility for the declaration of war upon himself. He urged the necessity of the measures, which have been, though ineffectually, taken to punish the Sultan of Atchin for the injuries he has inflicted upon us. The Government had wished for a friendly solution of the difficulty, but the Sultan had acted so treacherously that it was impossible to obtain satisfaction in any other way than by a war. The Minister, of course, much regrets the defeat which we have undergone, but this, he maintains, must not be permitted to discourage us. He recalled what happened to the expeditions to Palembang, Bali, Boni, &c., in all of which we were first defeated, but were ultimately victorious. He quite agreed with the opinion which had been expressed by Mr. de Roo that the fate of the Ministry is but of secondary importance to the result of this affair, and he invited that gentleman to propose a vote of want of confidence if he thinks that the Cabinet has failed in doing its duty to the country. The debate was finished in the sitting of April 30. No vote of want of confidence was proposed, but the Ministers will invite such a vote by laying before the Members a Bill asking the necessary money for continuing this war. The troops are provided with ammunition for three months. Reinforcements will be sent to Java without delay, and all that is possible will be done to retrieve the disaster which has occurred to our arms.

In the meanwhile the Government is taking energetic steps to strengthen our military and naval forces, and to complete our war establishments in Java. Several steamers of different tonnage are to be sent out, and great quantities of ammunition, arms, and artillery to the seat of war. A large number of volunteers have offered themselves for enrolment in the East India army, which is to be strongly reinforced to continue the war next autumn. It is said that the *Zeland*, man-of-war, will be recalled from the Mediterranean and sent to Java, and that the troops will be forwarded to Sumatra by small steamers, which are now being sent out for this purpose. Other troops will be despatched by the steamers of the Java Company, to which the Minister has granted the same rights and privileges which the "Nederland" Company possess.

The King starts this week for the Northern provinces, where he will stay about three weeks. His Majesty has contributed £500 towards a memorial to be erected to the memory of General Kohler, who was killed before Atchin. It is suggested that it is the duty of the nation to provide for the wants of the family of this officer, who are left in a straitened circum-

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,

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The London & China Telegraph.

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RUSSIA AND CHINA.

RECENT telegrams from St. Petersburg point plainly to the fact that by no one is it better understood than by the Russians that in undertaking the expedition against Khiva they are engaging in a warfare which may possibly rouse against them the opposition of all the Tartar races of Central and Eastern Asia. With wise caution they have been for some time keeping themselves well informed of the disposition of the several Asiatic States towards themselves, and more directly with that of China and the Mahomedan Dependencies on her western frontier. Only the other day the return was notified of Colonel BARABASCH from an expedition to Kanchow, in the Province of Kansuh, and the other North-Western Provinces of China, and another party who have been engaged in exploring the neighbouring districts are now on their way back to Russia. This anxiety as to the probable attitude which China may take in the Central Asian question is but the natural outgrowth of the policy which has been so persistently pursued by Russia towards that country. From the moment when, in 1651, the Chinese first came into collision with the Muscovites on the Amoor, down to the present day, the history of Russia in Eastern Asia has been one of unswerving aggression. Little by little she has encroached, now on this point now on that, on her weaker neighbour's territory. Year after year the Russian settlements advanced further down the Amoor, until in 1860, by a grand diplomatic coup, the Chinese Government, under pressure of defeat by the Allies, was persuaded to cede to them the whole seaboard of Manchuria between the river Usuri and the sea, from the mouth of the Amoor to the Korean frontier.

These national humiliations are deeply felt and resented by the Chinese at the present day, and there can be but little doubt that if ever the time should come, as foretold by TSENG KWO-FAN, when China will be strong and the European nations weak, the Chinese will seize on Russia's difficulty as their opportunity. Nor is such a contingency as improbable as at first sight it may appear to be. It must be remembered that the present rulers of China are members of the same Tartar race which, in comparatively modern times, overran the whole breadth of the Eastern world from Constantinople to Peking. Unfortunately for themselves, the last two centuries, which have enriched us with so many scientific improvements and civilising influences, have conferred no such advantages upon them. While Europe has advanced they have stood still, until it has even come to be computed that at the present time the descendants of the very men whose names were once a terror to the world, are, in the day of battle, valuable only in the proportion of fifty to one European soldier. But this, as far as their own Tartar troops are concerned, the Chinese have determined shall no longer be the case. For some time they have, as has been frequently noticed in these columns, been sedulously supplying them with European arms of the most approved description. Their native military exercises and manœuvres have been discarded, and their battalions move only now to the words of command as laid down in foreign drill books. Time thus employed will work wonders, and it is possible that before very long China may again be in a position to make her voice heard from Peking to the Caspian Sea.

THE STRAITS SETTLEMENTS AND THE COLONIAL SYSTEM.

IN looking back to the history of the Straits Settlements for the past six years, nothing is found more striking than the blind confidence shown by the non-official members of the Council in the new Governor, unless it be the general consent manifested on all sides—officials, unofficials, and Ministers alike—that his personal comfort and tastes ought to have a prior claim on the public purse to any founded on "the greatest happiness of the greatest number" principle. Thus was it that not only was Government-house undertaken without the pretence of an estimate, but large sums were lavished on it, time after time, to the indefinite postponement of the water supply of Singapore, to which the Government had long stood pledged. We have not far to look for another instance of equally blind confidence and unreasonable devotion of the public money for a purpose more concerning the accommodation of the Governor than the service of the public—we find it in the famous history of the Straits steamers, which also give an insight into some of the practices by which public money is got rid of in Crown Colonies.

The Indian Government had been in the habit of maintaining one small steamer in the Straits for carrying the Recorder on circuit, and the Governor and two or three other officials on their periodical visits from one Settlement to another, and also for carrying reliefs and provisions to the lighthouses. This was at a time when there was little steam traffic in Eastern waters, and the vessel repaid part of her cost by earning freight. Shortly before the colony passed to the Colonial-office, a second steamer, the *Rainbow*, had been bought to replace, when refitted, the old *Pluto*, which had become hardly seaworthy. On the 1st of July, 1867, or just three months after the installation of the new Government, we find Sir H. ORD "suggesting" to the Legislative Council that the *Pluto* should be replaced by a new steamer, with a steam launch and steam cutter as auxiliaries, and that the Government should also be empowered to make temporary arrangements in the meantime;—so that, with the *Rainbow*, the Colony would have four vessels propelled by steam. The non-official members at once acquiesced; and two of them proposed a resolution, which was carried unanimously, authorising his Excellency "to procure the "above-mentioned vessels forthwith, the plans and estimates "to be laid before the Council as soon as they can be prepared, "and until the arrival of the new steamers, to incur such "expenditure as might be necessary for carrying on the public "service." Under the last branch of the resolution, the Governor at once bought a new vessel called the *Peiho*, just arrived from England. She had cost £7,000 there; the Colonial Treasury paid £13,500 for her. She was far superior to any former Straits vessel, but she was not good enough, in Sir H. ORD's opinion, for the services now required, and another was ordered in England.

Here we come upon a very curious part of the story. It will be observed that the Legislative Council had placed in the Governor's hands something like a blank check; for the resolution fixed no limit to the price to be given for the new steamers. But it had nevertheless been passed, on the explicit understanding, as the Governor himself subsequently admitted, that the whole sum was not to exceed \$75,000, or between £16,000 and £17,000. Now, the Governor, without laying any plans or estimates before the Council, sent home, he tells us, "copies of the resolution," and "statements of the description of steamer that was required," and requested the Secretary of State to order her. But did he also inform the Colonial-office of the limit put on the price? On this point he has remained silent. He did not lay his communication before the Council; and though, in subsequently explaining his conduct, he said he had never "expected" that the limit would be exceeded, and even referred mysteriously to that power of disregarding the wishes of both Governor and Council which a Minister sometimes exercised, he did not state, nor does it anywhere appear that he ever informed the Colonial-office of that limit, which, though not embodied in terms in the resolution, undoubtedly formed part of it by virtue of an honourable understanding.

In the course of time it began to be whispered that the new Straits steamer was to be a vessel of some 450 tons;

that Mr. REED, the celebrated naval architect, was to have a fee of £500 for designing her after the model of the QUEEN'S yacht; and that Messrs. WHITE, the equally celebrated ship-builders, of Cowes, were to have £23,000 more for building her, or between £7,000 and £8,000 more than the Legislative Council had ever agreed to pay, to say nothing of the cost of getting the vessel out to Singapore. The designs subsequently exhibited showed that the vessel was to be fitted up with about a dozen berths; some of the cabins and a bath-room were to be twelve feet square; in the stern was to be a boudoir; and \$800 more were to be spent on her when she arrived in Singapore, in building a house on the deck for the exclusive accommodation of his Excellency.

The Straits Association now again interfered in the affairs of the colony. They remonstrated with Lord GRANVILLE on the extraordinary outlay on steamers, as they had respecting that on Government-house; and the Minister, in answer to their appeal, at once stopped the order for the steamer, calling at the same time on Sir H. ORD for a full report as to the necessity for any such vessel. This report, like the earlier communication, has not seen the light, but there is little reason to think that it contained any allusion to the limit of price; for in November, 1869, the Council was asked to grant \$117,000, or between £25,000 and £26,000 for the price of the new vessel, including £2,000 for the expense of sending her to the colony. This was too much for the non-official members, backed, or rather urged as they were by the strong feeling of the whole colonial public. The mover of the original resolution, appealing to the understanding, which he seemed surprised not to find officially recorded, that not more than £16,000 were to be spent on steamers, moved the rejection of the vote; and he was supported by all the independent members, who concurred in thinking that the *Peiho* was quite as good a vessel as was needed for the colony, if, indeed, any were needed at all. Sir H. ORD, "not with any motive," as he said, "but as a matter of convenience," begged that they would not press the motion to a division, assuring them that everything they had said should be sent to the Secretary of State, who would attach the greatest weight to their opinions; but they appear, on this occasion at least, to have thought it better to record their intentions unmistakably on the face of their proceedings; so they insisted on dividing. Of course, however, they were in a minority. The official phalanx prevailed, and the money was voted.

"If this vote be carried," said one of the unofficial members, "you will have spent \$320,000 in the first three years of this Colony's existence on steamers alone;" and the assertion was not controverted. And what was all this extravagance for? When Sir H. ORD made his first "suggestions" for a new steamer with "auxiliaries," he laid before the Council a paper which represented that the vessels were needed, not only for carrying officials and visiting the lighthouses, but also for police duties, for fighting pirates, for maintaining communications with native Rajahs who were continually at war with each other and jeopardised British trade, and for keeping up British prestige. The insincerity of the whole document was transparent. There were no police duties to be performed, as Sir H. ORD plainly admitted when he refused all information on the subject, on being challenged to do so. He knew also that the Home Government objected to all interference with the neighbouring Rajahs; and as to putting down piracy, he could not be ignorant that pirates are about as common in the Straits of Malacca as they are in the Straits of Dover, and, at all events, that it was the business of Her Majesty's Navy, not of a colonial steamer, to make war on them. But Sir H. ORD showed his own opinion of his paper, when, instead of signing it himself, he made the Master-Attendant sign it; and we have not been left in doubt as to what the steamer was really wanted for, when we consider its description—with its roomy cabins, bath-rooms, boudoir, and deck-house, or call to mind the use actually made of the steamers which Sir H. ORD had at his disposal. On this last point the colonial press has repeatedly spoken out in terms of strong indignation. The *Peiho* was used as a private yacht. She was even employed, whenever the Governor was at Penang, in plying between that place and Singapore at a cost of probably £100 a trip, in carrying his letters. On one occasion he sent his carriage and horses to Penang

by the *Rainbow*, while he followed himself in the *Peiho*. We could fill columns with the complaints which we find in the local newspapers on this subject, all showing that the vessel was used for Sir H. ORD's personal gratification and without any regard to expense.

The Colonial-office settled the controversy by giving the victory to neither side. The crack vessel designed by Mr. REED was not ordered, but another and inferior vessel was sent out, and the *Peiho* and the *Rainbow* were sold. Many saw in this decision mere tenderness for the Governor's feelings, and considered that it would have been wiser to keep no colonial steamer whatever, as, since the great development of steam navigation in the Straits, the only services for which any vessel had ever been required—that is, carrying officials and relieving lighthouses—could now be more economically done by contract, and the temptation to misuse public vessels for private amusement would be removed. But into this question we shall not enter. It is enough for our purpose to have pointed out how, notwithstanding the various checks supposed to control his conduct, a Colonial Governor could get \$320,000 voted for steamers, and \$220,000 more spent on a residence for himself in three years, in a colony whose annual revenue is only \$1,300,000. The means by which this was accomplished—the resolution drawn up in blank and sent to the Colonial Minister, while the limit was unrecorded—we leave to the appreciation of the reader.

THE memorial which the Silk Association of America has addressed to the Shanghai Chamber of Commerce on the subject of adulteration will be read with interest, because it exactly confirms the views expressed by the Manchester Chamber on a recent occasion. It will thus strengthen the hands of the Shanghai Chamber, which has always been most anxious to put down the evil. Perhaps, now that the Chinamen find that the merchants of Manchester, Shanghai, and the United States are unanimous in the resolution to discontinue the purchase of Shanghai re-reeled silks—in consequence of their being unprofitable, and almost unmarketable at any price, by reason of the extent to which adulteration is carried in spite of repeated warnings—they may begin to see the policy of not driving their customers away altogether, before it is too late. It is evident, that either the system of adulteration must be reformed, or the trade is doomed. It is an excellent suggestion that a standard of purity should be adopted, and all re-reeled silk should bear the names of the reeler and the merchant, so that, when fraud is perpetrated, there should be a remedy provided in the shape of a reclamation on the wrong-doer for the wrong done. If these regulations do not produce the desired effect, the case is hopeless.

HIS Excellency SANO, who lately arrived from Japan, accredited as Minister to the Courts of Austria and Italy, was presented to the Emperor at Vienna on the 28th ult., accompanied by Baron von SIEBOLD. His Excellency is entrusted with the commission for carrying out the Japanese department of the Exhibition at Vienna, assisted by several Japanese and foreigners, amongst whom are Baron von SIEBOLD and his brother, who was engaged in the Austrian Legation at Yedo, and Dr. WAGENER, also from Yedo. The Japanese foremen and artisans number nearly one hundred, and are now engaged in their gallery, and in constructing outside an ornamental garden and tea house, which will be extremely pretty when completed.

HERR VON CALICE, the Austrian Minister to China, Japan, and Siam, who lately returned from Peking, has, we believe, received the special thanks of his Government, and as a mark of esteem for his services has been made a Baron. During his absence the interests of Austria have been handed over to the British Minister.

A REUTER'S telegram received Thursday from Shanghai announces that the Emperor of CHINA has ordered his Ministers to take into consideration the ceremonials to be observed in granting audiences to foreign Ministers.

THE Japanese Ambassadors have left Denmark, and are now on a visit to Sweden.

THE HEALTH OF THE CHINA FLEET.

A Statistical Abstract of the Health of the Navy from the 1st of July, 1871, to the 30th of June, 1872, has just been published by order of the House of Commons. We give the portion which relates to the China Squadron:—

SICK-RATE.—Average Ratio of Cases placed on the Sick List for 16 years, 2024·2 per 1,000.—The squadron on the China Station during the period embraced in this abstract comprised twenty-nine vessels, viz., two iron-clads, two of the sixth-rate, two sloops, fourteen gun-vessels, one steam-vessel, four gun-boats, two surveying vessels, one troop ship, and one receiving ship, permanently stationed at Hong Kong. There was also a detachment of marines in Japan. The mean force, corrected for time, was 2,980, and the total number of cases of disease and injury entered on the sick-list 4,476, which is in the ratio of 1502 per 1,000 of force, being a reduction compared with the preceding twelve months equal to 149·5 per 1,000, and compared with the average of the station, taken for a period of sixteen years, the decrease is to the extent of 504·2 per 1,000. Details are given of the various ships. While the Iron Duke was in the East Indian Archipelago, the most prominent affections on her sick list were venereal diseases contracted at Penang and Singapore, diarrhoea, and boils and abscesses. When in China and Japan febrile diseases began to show themselves, the result, in the majority of instances, of exposure to malarious influences while the ship was in the Aberdeen dry dock at Hong Kong. Diarrhoea was also very prevalent at this time. The crew of the Ocean were remarkably healthy, the sick rate of the ship being by much the lowest on the station. The crew of the Barrosa, stationed for nine months at Yokohama, also appear to have enjoyed a remarkable immunity from disease, and the sick rate was very low. A very favourable report on the working of the Contagious Diseases Act is made by the surgeon of the ship, and practically illustrated by the comparative absence of venereal diseases among the crew, although so long at anchor in a harbour formerly notorious for these affections. A very different condition of matters, however, obtained in the Juno, which shows a very high sick rate. She was mostly stationed at Hakodadi and Nagasaki, in Japan, and Shanghai, in China—places unprotected by any Contagious Diseases Act—and the result was that her crew suffered severely from the diseases against which the Act is directed. From the constitutional form of these diseases there was a loss of service during the twelve months equal to 1,611 days, and from the local form the loss of service was equal to 1,390 days, making a total loss of service of 3,001 days. The Rinaldo's crew appear to have been very healthy. Among the more numerous affections were syphilis, contracted at Singapore, where no Contagious Diseases Act was in force. The most formidable diseases with which the crew of the Zebra were affected were dysentery, contracted at Hankow and Shanghai, and remittent fever, the result of exposure to malarious influences while in dry dock at Aberdeen, Hong Kong. Besides these diseases, diarrhoea was rather frequent, and a good many cases of ague occurred, consequent on boat service at Labuan, and on the coast of Borneo. The returns from the Avon (which, however, are defective) show that during nine months of the year the health of both officers and men was particularly good. On board the Midge, there were some cases of simple continued fever and ague, catarrh and diarrhoea, at Shanghai, and rheumatism was rather prevalent during the Christmas quarter. The most formidable disease which appeared on board the Teazer was dysentery, of which there were a few cases. The sick-rate of the Thistle was high, but the most prevalent diseases were of a trivial character. The returns from the other vessels on this station do not present any points calling for particular notice. As a rule, the sick-rate was low in them all, as well as in the marine detachment serving in Japan.

INVALIDING.—Average ratio of invaliding for sixteen years, 63·5 per 1,000. 146 persons were invalided from the squadron during the period embraced in this abstract, which is in the ratio of 48·9 per 1,000 of force, being a decrease compared with the preceding year, equal to 34 per 1,000.

DEATHS.—Average ratio of mortality for sixteen years, 35·5 per 1,000. 36 deaths occurred in the squadron during the twelve months, 26 being from various forms of disease, and 10 from wounds and injuries and drowning. The total death-rate was 12 per 1,000 of force, being a reduction compared with the preceding twelve months equal to 44 per 1,000.

A mass of tables are embodied in the Report. It appears that the number of cases of disease and injury was as follows—(the figures between parenthesis represent the complements of the respective ships):—Iron Duke (240), 405 cases, 5 invalided; Ocean (315), 177 cases, 10 invalided, 3 died; Barrosa (265), 272 cases, 9 invalided, 4 died; Juno (230), 841 cases, 9 invalided, 4 died; Rinaldo (170), 249 cases, 22 invalided, 1 died; Zebra (165), 252 cases, 13 invalided, 2 died; the gun-vessels Avon, Curlew, Dwarf, Elk, Hornet, Leven, Midge, Ringdove, Teazer, and Thistle (695), 1,266 cases, 41 invalided, 11 died; Salamis (70), 74 cases, 1 invalided; Nassau (100), 120 cases, 3 invalided, 2 died; Sylvia (100), 98 cases, 5 invalided; Adventure (100), 181 cases, 5 invalided, 1 died; Princess Charlotte (100), 101 cases, 14 invalided, 6 died; Marine Detachment, Japan (305), 315 cases, 3 invalided, 1 died. For several of the gunboats the returns were deficient. One of the tables shows the number of cases of disease and injury, &c., on the China Station during the sixteen years from 1856 to 1872. The total complements for that period amounted to 81,770. The total number of cases of disease and injury has been 165,522; the total number invalided 5,202; the number dead 2,910 (2,243 from disease, and 667 from injury). During the period to which the Report relates there were 10 deaths from injury on the station—2 on board the Barrosa (1 man drowned by falling overboard, and 1 from fracture of forearm, jaw, and other injuries); 1 on board the Juno, from drowning, while the man was walking over a jetty; 1 on board the Rinaldo, from a gun-shot wound in action; 2 on board the Curlew (1 man drowned by falling from a shore boat at Shanghai, and 1 killed by a fall from aloft); 1 from on board the Dwarf, drowned; 2 from the Midge (1 man drowned by falling overboard from a sampan, and 1 drowned by falling through ice); 1 on board the Princess Charlotte, from a wound in the abdomen caused by the bursting of a gun-barrel.

"CLEAN" BILLS OF LADING.

The report of a case, "*Ramsden v. The Great Eastern Railway Company*," which was tried last week, may prove of more than passing interest to some of our readers, and a brief résumé of it, with following comments, may not be out of place in our columns. The plaintiff had sent fifty-five bales of wool to be carried by the defendants from Antwerp to Yorkshire, *via* Harwich. The wool was deposited on the quay at Antwerp, shipped the next day by one of the defendants' steamers, and landed at Harwich on the day next following. The wool arrived in a very damp state at its destination, and it was admitted that this had arisen from rain on the quay at Antwerp *before shipment*, the wool having been previously accepted by the defendant in their capacity as carriers, and a Bill of Lading afterwards signed for it "in good order and condition." It was proved in evidence that one of the defendants' employes had assigned a fitting place on the quay for the wool, and that "tarpaulins, the property of the company (defendants) were used, with their consent, to cover the goods." The defendants, on the other hand (we quote *The Times* report), "gave evidence that they never took any responsibility for goods till they were on board ship."

The case, as thus reported, seems to us not only very vague and disappointing, but also, by its issue, calculated to upset all former ideas as to the rights and duties of shipper and carrier. The hybrid maxim of "caveat shipowner" is just as applicable in the present case as "caveat emptor" in others, and if the shipmaster or his agent chooses to sign what is technically called a *clean* Bill of Lading, *clean* cargo must be produced as its equivalent, or an action must lie against him for non-fulfilment of contract. At the trial under notice Lord Chief Justice Bovill is reported to have said—"As to the Bill of Lading, stating that the goods were shipped in good order and condition, it had been clearly decided that that was mere *prima facie* evidence of the state of goods, as a receipt was of the payment of money." This seems to us not only a very untrue, but a very dangerous principle to assert. In the first place, and as a rule, no shipmaster is doing his duty when he receives water or oil-damaged goods on board his ship. He may, for the sake of despatch, do so under protest—such protest taking the form of a protective clause in the Bill of Lading. But even in doing this he runs a certain risk, and one which many owners will not permit their captains to incur. But if, as in the present case, a carrier wilfully receives on board his ship wool which he or his accredited agent knows or ought to see to be in a damp state, and yet signs, or causes to be signed, a "*clean*" Bill of Lading, there can be no doubt as to the responsibility. A "*clean*" Bill of Lading should be just as much above suspicion, and be of just as much legal force, as an accepted bill of exchange, and nothing but fraud can or should exempt the issuer of the former from accepting all results consequent on its signature. Our Eastern readers will at once see that we draw attention to this case not so much for its local importance as for its general bearing on the China trade. Now that wharves, in connection with steamer companies, have become common in the north and South of China, it is most desirable that the legal rights and duties of a wharf company, or perhaps specially those of a vessel discharging at a wharf, should be *legally* established and generally understood. There is still some doubt, for instance, as to the right of a ship in the Wangpoo stream, at Shanghai, to discharge her *whole* cargo at a wharf without *distinct* authority from those consignees who, as a rule, and so far as they are personally concerned, prefer landing their goods at their nearest jetty; and it is not improbable that on some future day a very nice and vexed question of wharf fire-insurance may lead to litigation. Be this as it may, we have thought the case named at the head of this article worthy of a few comments, and we shall be glad if our words provoke honest criticism at the hands of those in the East whose interests are perhaps mainly at stake in the matter.

Monetary and Commercial.

The Secretary of the Great Northern Telegraph Company, Mr. H. G. Erichsen, has issued the following notification of the extension of telegraphic communication in Japan:—

The land lines from Nagasaki to Simonosaki, Hiogo-Osaka, Yokohama, and Yedo have been opened. International messages are, however, at present only accepted by the Japanese authorities at senders' risk. The company's charges to Nagasaki remain as before, viz., £4 6s. from London, and £4 7s. from the country; and for the other stations the rates will be £4 17s. from London, and £4 18s. from the country. To ensure certainty of delivery the company will, on handing over the messages to the Japanese department at Nagasaki, simultaneously forward a copy by post to the receivers.

The new company which has been formed to amalgamate the British Australian Telegraph Company, the British-Indian Extension Telegraph Company, and the China Submarine Telegraph Company has been registered with the title of the Eastern Extension, Australasian, and China Telegraph Company (Limited). The capital is to be £3,000,000, in £10 shares, and the subscribers (who take one share each) are Mr. John Pender, Lord William Hay, Mr. Philip Rawson Woodhurst, Colonel J. G.

Glover, Sir James Anderson, Mr. C. W. Earle, and Mr. F. A. Bevan.

A joint-stock company has been formed with the object of establishing a paper manufactory in Japan. The scheme has been registered with the title of the Japan Paper Making Company (Limited), and the capital is to be £50,000, in £20 shares. The subscribers (who take ten shares each) are—Thomas Walsh, Yokohama; Dirk de Graeff von Polebrock, ex-Minister of the Netherlands in Japan; W. van der Tak, Dutch Consul at Yokohama; C. H. M. Bosman, Duke-street, St. James's; Charles Rickerby, University Club; W. R. Winch, Fenchurch-street; and George Britton, Walbrook.

The failure has been announced of Messrs. Textor and Co., merchants, of Great Winchester-street-buildings, with branches in China and Japan. The house was established in 1867 at Shanghai, Yokohama, Hiogo, and Nagasaki (at all which places it still has branches), but since 1871 it has had its chief office in London. The total liabilities are expected to reach £400,000, of which it is estimated more than three-fourths are secured by shipments outward and homeward. The assets are expected to produce about 10s. in the pound, although much depends upon the realisation of goods here and in the East. The losses have been almost entirely in silk. The following circular has been issued:—

"Gentlemen,—We regret to inform you that, through the continued depression of the silk market, we do not feel justified in longer continuing our payments. We have, therefore, placed our books in the hands of Messrs. Turquand, Youngs, and Co., who will submit a statement of affairs to our creditors at the earliest opportunity.—We are, gentlemen, your obedient servants,
"TEXTOR AND CO."

Another failure in the silk trade is reported, namely, of Messrs. Escher and Co., of Zurich, and with branches at Lyons and New York. The total amount of the liabilities has not transpired, but is expected to be large, from the extent of the operations of the firm. The liabilities of the New York branch are stated to be \$1,280,000.

The failure is also announced of Messrs. Neumann, Gingold, and Co., merchants, of St. Mary-axe, a firm established in 1869 in the China and Russian trade. Their transactions were chiefly in tea and tobacco, but it is understood that losses have been made of late in speculative operations on the Stock Exchange. The liabilities are about £300,000, covered principally by goods. It is expected that about £50,000 will rank against the estate and the assets are estimated to produce about £15,000.

Mr. Robert A. M'Lean (Barnard, Clarke, M'Lean, and Co.) has been appointed trustee in the liquidation of Emil Oppert and Co., merchants, Great Winchester-street. The debts amount to £42,000.

We have received a copy of the "Straits Calendar and Directory (including Sarawak and Labuan)" for this year. The information to be found in this publication is most valuable; for, in addition to a complete directory there is a great deal of legal and general matter which is most useful for reference, while some very handy tables of stamps and fees are also given.

The demand for Bar Silver has been active during the week, and the price has remained firm at 59½d. per oz. standard. The West India and French steamers have brought about £160,000 Mexican dollars. The demand for the East being good the New Coinage has been disposed of at the previous rate of 59½d. per oz.; the Old Coinage has not yet been sold.

ARTICLES OF IMPORT.

TEA.

Messrs. Shepard, Harrison, and Rehden report as follows:—A limited business has been transacted at no alteration in prices as regards Congous; but Green, Ping Sueys, at auction (two sales going on at one time) have sold at an average decline of 3d. per lb. This heavy reduction has compelled several holders to withdraw their Teas. A parcel of 200 boxes new season's 1873-4 new-make Congou, Tayshan district, was offered on the 28th ult., and reported sold at about 2s. per lb.; the Tea has flavour, but is weak, with no quality, owing to the leaf being picked in an immature state. The Continental trade has continued in the same inactive state, and the New York and Canadian markets are advised as being in a very depressed condition. Deliveries for home consumption have been on a large scale. The deliveries for the past week amount to 3,422,000 lbs., against 3,526,000 lbs. last year.

Black: Red leaf, in the grades below good common, no alteration has taken place; good flavoury and Kaisow kinds at 1s. to 1s. 2d. per lb. have been taken to a fair extent at about previous rates; medium to finest Kaisow has met with but little attention, though obtainable at low prices, and many parcels of first-crop leaf remain in importers' hands. Paking: Forced sales from time to time at low prices. Tayshan: There has been less doing than for some time past, the bulk of the supplies offered, consisting of good common to fair, worth 10d. to 1s. per lb.; medium to fine quality at 1s. 1d. to 1s. 3d. rules at a low scale, but a small parcel of new season's is reported sold at 2s., a price far beyond its value, seeing the exceptional good value in old leaf. Black leaf: The common grades continue heavy of sale as during any time this season, owing to falling off in the consumption and the good value obtainable at 1s. 1d. to 1s. 3d. per lb.; good medium to fine at 1s. 4d. to 1s. 7d., and also finest at 1s. 8d. to 2s. are in limited supply, though

ample for present requirements. The Teas bought early in the season on speculation, and referred to in ours of 16th ult., sold at 1s. 7d. to 1s. 9d. per lb., and the transaction did not pay. Souchong and Oolong: Occasional small sales at prices favouring the buyer. Scented Tea.—Canton Orange Pekoe: Limited transactions at late rates. Caper: Rather more inquiry for medium to fine at 1s. 2d. to 1s. 6d. per lb. Foochow Scented Orange Pekoe, no change. Green: At a sale held 24th ult., an invoice of Ping Suey (highly-faced with gypsum) sold at a heavy decline, averaging 3d. to 4d. per lb., and at the public sales yesterday no improvement was noticeable. Moyune district sells at good prices, Hyson at extreme rates, with a great scarcity of fine, at 2s. 6d. to 3s. per lb., suitable for export. Japan leaf saleable when of good quality, though only to a limited extent.

At a public sale held yesterday of Fine Moyune Green, ex Abbotsford, the Sin Chun chop realised full prices, tending to show that in the present market although common Teas are not inquired for, yet really fine command a ready sale. The prices paid were as follows:—119 half-chests Gunpowder sold at 1s. 4½d. to 3s. per lb., 73 do. Imperial at 1s. 1½d. to 2s. 3½d., 288 do. Young Hyson at 1s. 1d. to 2s. 8½d., 52 do. Hyson at 11d. to 3s. 3½d.; total 532 half-chests.

SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—

Under the influence of occasional pressed sales of China Silk during the past month, in a market almost without demand, prices have further given way, and at one period last week had declined 1s. to 1s. 6d. from the best moment in April; there has been, however, an improved inquiry within the last few days, with decidedly more doing, and at a good 6d. recovery from last week's quotations; the feeling no doubt being that prices had been driven too low. Very little can be said of other silks, which have also been greatly neglected, Canton perhaps more than any other, prices of this silk ought to bring buyers, but we cannot perceive yet any signs of real demand. In Japan Silks, as also in Bengals, there has been only occasional business in suitable quantities at irregular prices. Deliveries have fallen off of late, and compare unfavourably with last month, and with corresponding month of last year; still stocks show a reduction.

	STOCKS.		IMPORTS.				DELIVERIES.			
	30th April.		April.		1st January to 30th April.		April.		1st January to 30th April.	
	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.
China	Bales. 16149	Bales. 26893	Bales. 1198	Bales. 1763	Bales. 6859	Bales. 9901	Bales. 2632	Bales. 2377	Bales. 10443	Bales. 9703
Canton	Bales. 6480	Bales. 8454	Bales. 539	Bales. 119	Bales. 2361	Bales. 1435	Bales. 1324	Bales. 746	Bales. 4732	Bales. 2913
Japan	Bales. 9134	Bales. 7037	Bales. 158	Bales. 527	Bales. 3197	Bales. 1804	Bales. 804	Bales. 469	Bales. 3470	Bales. 2433

CAMPOR.—China quiet; 100 cases quitted privately at 81s. per cwt. Japan: No transactions.

CANES, &c.—Of 206,000 Tonking offered about 100,000 sold at ½d. to ¾d.; of 50,000 partridge 30,000 sold at ½d. to 1½d., and 8,000 black bamboo at 1½d.; 2,000 Manila rods bought in at 6d.; of 3,000 Japan fishing rods 8,000 sold at 10d. each.

CHINA PRESERVES.—Of 220 cases Ginger brand Kwang Cheang offered 30 cases sold at 6d., the remainder being bought in at 6d. to 6½d., and 25 barrels ditto at 7d. per lb. in bond.

CHINA MATTING.—At auction of 318 rolls offered, 50 rolls sold, 5 by 4 red check at 32s. and the remainder was withdrawn.

COCOA NUT OIL.—The market is quiet at £39 to £40 for Coochin and £34 10s. to £34 15s. for Ceylon.

COIR GOODS.—The last public sales of Yarn offered moderate supplies, but the bulk consisted of undesirable qualities, for which the demand was slow and prices in favour of buyers, but the small proportion of good sold firmly; 43 tons Ceylon mostly sold, very low £20 10s. to £20 15s., common coarse £25, fair common to medium at £27 to £29 10s., good medium to good bright at £31 15s. to £35 10s. Of Fibre 32 tons Ceylon were withdrawn, 266 bundles ditto Bristle sold at £39 to £40 per ton.

CUTCH.—Market quiet, but firm; small sales of fine Pegu reported at the previous value, viz. 22s. per cwt.

COPRA AND CUBEBS.—Quiet but steady.

DRAGON'S-BLOOD.—No transactions to report, no supplies having been placed upon the market.

EBONY.—In large supply, and holders would accept low prices, but there is little or no inquiry.

FEATHERS.—An offer of 50 bales China bed-feathers in public sale was withdrawn, but 8 bales have since sold privately at 2½d. per lb.

GALLS.—There is still but little demand; at auction Thursday 390 cases China were chiefly bought in at 54s. to 56s., only 30 cases being sold at 54s. per cwt.

GUMS.—Benjamin: Siam quiet; of 20 cases at auction few sold, very good tear at £20 15s.; block £11 17s. 6d. to £15 2s. 6d. Sumatra steady and less offering; 22 cases retired. Copal: Quiet; 766 cases at auction mostly sold at 27s. 6d. to 28s. for good; 17s. to 20s. drossy; and 14s. 6d. to 15s. 6d. pickings. Damar: Lower; 51 cases Singapore at auction retired and more offered to-day. Gamboge: Steady, and some business done at steady rates.

GALANGAL ROOT is scarce; small sales have been effected at 22s. per cwt.

GUTTA-PERCHA.—Business has been small; of 1,340 baskets 40 bags 1,100 slabs and 438 blocks (about half recovered from the Josephine) offered, three-fourths sold at 1s. 7d. to 2s. 6d. for barky to fine genuine, 1s. to 1s. 4½d. for common to good white, low loose to middling barky Sumatra 7d. to 11½d. per lb.

GAMBIER.—A further slight advance has been established, 28s. having been paid for parcels on the spot, but only a limited business has been done; for arrival there have been large transactions at full rates, the

total sales amounting to about 800 tons, April shipment at 26s., February-March at 26s. 3d., ex ship.

HEMP.—The market for Manila continues to be severely depressed by large supplies, and prices have further receded. At public sale a large quantity offered went off slowly with little demand, although a further reduction of 20s. per ton was accepted. Of 2,800 bales only about 800 bales sold, ordinary brown at £33 10s., ordinary mixed £40 to £40 15s., middling £41 10s., barely fair to fair current at £42 to £42 15s., but fully one-half of the above quantity sold was damaged, chiefly at £41 to £42, the remainder sound being bought in at £42 to £44; but 900 bales were subsequently sold privately at £42 to £42 10s. for fair to good fair roping.

HIDES.—No business since the sales reported on in our last issue.

HORNS.—Without change.

INDIA-RUBBER.—The market is dull; prices show a declining tendency, and ½d. to 1d. below our last quotations; in auction Thursday, of 212 cases damp Borneo offered, 15 cases sold, ordinary at 1s. 5d., the remainder being bought in at 1s. 8d. to 1s. 8½d.; of 18 packages Java, 5 packages sold, good at 1s. 5d. per lb.

JAPAN WAX.—Steady, although the stock is large. Of 200 boxes offered in public sale, 83 boxes sold, good saucer at 75s. 6d. to 77s., thin cakes at 74s. per cwt.

MUSK.—Market firm; 16 caddies sold at 40s. to 42s. per oz. for fine Yunan; 20 tins Cabardine bought in; Fine Grain sold at 58s. per oz.

OILS.—Aniseed has been in renewed speculative demand, and an improvement of 1s. to 1s. 3d. per lb. has resulted, a large part of our stocks having changed hands at up to 9s. 6d. per lb., the market closing firm. *Cassia*: Lower and dull, and sales afloat at reduced rates. *Nutmeg*: Steady but quiet. *Cinnamon*: Fine scarce and wanted; 4 cases retired. *Citronelle*: Firm, 53 cases sold at 2½d. *Lemon Grass* quiet; 12 cases bought in.

PLUMBAGO.—Market firm, with considerable business doing in the finer kinds of Ceylon. Of 410 barrels at auction, two-thirds sold; lump very fine bright, at 39s. 6d. to 40s.; fair and good 28s. 6d. to 32s.; chips 17s. to 18s.; dust 11s. 6d. to 13s. per cwt.

PEPPER.—Black has further improved, and large quantities have changed hands; quotations at the close are on the spot, Singapore 7½d. to 7¾d.; Penang 7d. to 7 1/16d. Afloat, Singapore 7½d. to 7¾d.; Trang 7 1/16d. to 7½d.; Penang 6¾d. to 7d. *White* has also further improved in value, but offers more freely; at auction, Singapore fine and very fine bold has realised 12½d. to 13d.; dingy and middling 12d. to 12½d.; Penang 11½d. to 12d. and afloat a large business has been transacted at 1s. 0½d. to 1s. for Singapore.

RATTANS.—The market is very firm at high rates; 6,780 bundles Java sold at auction at 7s. to 10s. per 100 canes for fine; 1,354 bundles Singapore at 4s. 8d. to 4s. 9d.

RHUBARB.—China is rather easier; of 128 cases brought to auction two-thirds sold, bold and medium selected well trimmed bright fracture 3s. 2d.; small and medium 2s. to 2s. 10d.; high dried greyish fracture, dull coat 1s. 4d. per lb.

RICE.—The market on the spot has been quiet, but steady. There has been an extensive demand for soft grain for arrival, and firmer prices have been paid, but at the close the demand appears to have been met, and there is somewhat less active inquiry. On the spot fine white Bengal has been sold at 13s. 4½d., good at 12s. 3d., 8,000 bags heated Rangoon, per Lena, have been resold, sound at 8s. 3d., first class sea damaged at 8s., 5,000 bags small grain Rangoon of the new crop, just arrived per steamer Arracan, at 9s. ex ship; in auction 3,640 bags damaged Bassein were bought in at 7s. 9d. for second class; 490 bags white Bengal partly sold, first-class damaged of fine quality at 13s. The following floating cargoes are reported to have changed hands:—The Gemini Parodi, 1,000 tons Rangoon, at 9s. 2½d. open charter; the William Poolman, about 1,900 tons Rangoon, April sailing, at 9s. 1½d. or slightly above, open charter; the Helicon, 1,450 tons Rangoon, March sailing, at 9s. 2½d., ex ship for London; a cargo of 800 to 900 tons Rangoon, April shipment, at 9s. 3d. open charter; one of 1,300 to 1,400 do., May shipment, at 9s. 1½d. open charter; one of 800 to 1,000 tons Bassein, April shipment, at 9s. open charter, and two of Rangoon, about 1,000 tons each, April-May shipment, at 9s. 3d., May at 9s. 1½d. open charter.

SAGO.—Market quiet; 970 bags at auction chiefly sold at 15s. to 16s. for brownish to fair bright small, and 20s. to 23s. 6d. good large, which quality is scarce. *Flour* quiet; 2,140 bags retired, except the damaged, which sold at previous prices.

SAPANWOOD.—No transactions during the week.

STAR ANNISEEDS are scarce and in good inquiry; sales have been effected at £6 5s. to £6 10s. per cwt.

STICKLAC.—Siam firm at the previous value, viz., £5 to £5 2s. 6d. for good quality, at which prices some parcels have been quitted during the week.

SOY.—Of 50 casks China offered a few were sold at 1s. 9d. per gallon. **TAPIOCA** is very firmly held, but the market is quiet; of 3,059 bags offered one-third sold at 2½d. to 3½d. per lb. for fair to fine. *Pearl* is very firm and scarce, 48 bags sold, large at 27s. 6d. to 28s. 6d., bullets 33s. 6d. *Flour* is dull.

TURMERIC.—China is scarce; Java dull.

TIN.—The market is still firm, but there is not much business doing; prices rule about the same as last week, the current quotations being—Straits on the spot and afloat £140, Banca £142 to £143, Billiton £140 to £141 per ton. In Holland Banca is quoted 84 to 84½ guilders, Billiton 83 to 83½. The deliveries of Banca and Billiton in April from Holland were 23,000 slabs, and of Straits, from here, 506 tons.

	1873.	1872.	1871.
Stock of	Tons.	Tons.	Tons.
Foreign in London	1,288	1,799	1,620
Banca in Holland, Warrants	2,050	1,685	3,070
Billiton in Holland	230	190	232

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £11 10s. to £13. Bars, £13 10s. Staffordshire

Best: Bars, £14 10s. to £15 10s.; Nail Rods, £14 10s. to £15 10s.; Hoop, £15 10s. to £16 10s.; Sheets, £20 to £23; Scotch Pig, No. 1, £6 to £7 5s.; Swedes, Bars, Hammered, £18 10s. to £20. Swedes, Steel in kegs, ½ and ¾ in., £19 to £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 9d. to 9½d.; Sheathing and Rods, 9½d. per lb.

TIN.—English Refined, £147. Tin Plates: Charcoal I C, per box, 42s. to 46s.; Coke, 35s. to 37s.

LEAD.—W B, £24 10s.; do., other brands, £23 10s. to £23 15s.; Spanish soft, ex ship, £22 15s. to £23 5s.; Sheet, £24 10s. to £24 15s.; Shot (kegs extra), £26 10s. to £26 15s.; White do., £29 10s.; Red do., £25.

SPELTER.—Silesian, £27 10s. to £28; English, smelted from ores, £28 to £30.

QUICKSILVER.—In bottles of 75 lbs each, £13 12s. 6d. to £13 15s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 23	Sir Walter Scott	Penrice	Rangoon	Liverpool
25	August	Bock	Rangoon, for Hamburg	Plymouth
15	Viajante	Mendonca	Macao, &c.	Lisbon
28	Excellent	Shaw	Colombo	London
26	Ottolina	Quwehand	Batavia	Texel
28	British Constitution	Kluit	Colombo, &c.	Do.
A.M.E.	Borlice	Latto	Sourabaya	Nieuwe Diep
13	Cananore	Patrouillau	Sourabaya	Greenock
29	Arracan (s.)	Garden	Rangoon	St. Nazaire
28	Gaston	Lafitte	Ceylon	London
28	Katherine	Gerstenberg	Singapore	Southampton
28	Davina	Leisk	Do.	Liverpool
28	Gloria	Urrutia	Manila, &c.	Do.
28	Merrie Monarch	Uren	Bassein	Do.
28	Great Northern (s.)	Murrell	Singapore, via S.C.	Do.
29	Houri	Williams	Ilo Ilo	London
29	Candace	Hemdrich	Singapore	Do.
29	Mic Mac	McRae	Rangoon	Liverpool
29	Nola	—	Singapore	Do.
27	Koning der Nedlnd. (s.)	—	Batavia, via S.C.	Texel
28	Dania (s.)	Robinson	Rangoon	Antwerp
29	Hermion	Duthie	Ilo Ilo	London
30	Jane Sprott	Osborne	Manila	Do.
26	Columbia	Gotliardi	Macao	Callao
26	Cecilia	Mesquita	Do.	Do.
30	Mid Surrey (s.)	Chitham	Rangoon, for Rotterdam	Plymouth
30	Eugenie	Voss	Java	Falmouth
—	Suoma	Rosenberg	Macao	Queensdown
Mar 21	Marguerite	—	Saigon	Monte Video

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 24	Alice Ritson	Read	Batavia and Sourabaya	London
24	Sir Harry Parkes	Chapman	Hong Kong	Do.
24	Lord Elphinstone (s.)	Bierings	Singp., China, &c., S.C.	Do.
23	Palmyra	Cromerty	Singapore	Cardiff
23	Orient	Hook	Do.	Do.
22	Alexander (s.)	Hummel	Nicolajefsk	Altona
24	Gertrude	Dewar	Hong Kong	Newport
24	Livorno (s.)	Dodero	Singapore	Cardiff
24	Andromeda	Steers	Do.	Do.
24	Condore	Fanuelle	Manila	Do.
24	Aurora	Fisher	Singapore	Do.
24	Mirella	Pitt	Hong Kong	Do.
24	George Green	—	Singapore	Penarth
23	Jason	Lishie	Newport & Yokohama	London
23	Kitty	Mulder	Batavia	Amsterdam
24	Noah	—	Do.	Rotterdam
24	Wanderer	—	Singapore	Penarth
25	Warden Law	Johnson	Amboyne	Sunderland
28	Killarney	Hingston	Singapore	Shields
26	Insulidine	Danker	Macassar	Sunderland
McH 23	Glensannox (s.)	Capello	Hong Kong	Callao
Apr. 26	Salatia	Beesthorst	Batavia	Cardiff
26	Conqueror	—	Shanghai	Penarth
27	Europa	Lupcke	Batavia	Shields
29	Dorset	Fish	Galle	Cardiff
28	Douglas (s.)	Ashton	Hong Kong	Aberdeen
30	Buena Ventura (s.)	Echevarria	Manila, via S.C.	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date.	Steamer.	From.	For.
April 23	Teviot	London	Singapore, China, &c.
23	Singapore	Do.	Do.
23	Good Hope	Ceylon, &c.	London.
27	Trafalgar	China, Singapore, &c.	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Yokohama: Colombo. For Penang, Singapore, Hong Kong, and Shanghai: Galatea. For Singapore, Hong Kong, and Shanghai: Tom Morton. For Singapore, Shanghai, and Hankow: Nicolai. For Batavia, Samarang, and Sourabaya: India. For Colombo, &c.: Derby, Bertha.

SAILING VESSELS.—For Yokohama and Hiogo: Windhover. For Yokohama: Solent, Ceylon, Fiery Cross. For Hiogo and Nagasaki: Westbury. For Shanghai: Hopewell, Mikado. For Hong Kong and Foochow: Guinevere. For Hong Kong: Sumatra. For Colombo: Peveril of the Peak, Gertrude.

At LIVERPOOL.—For Yokohama (via Cardiff): Beemah. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Sarpedon (str.), Deucalion (str.). For Hong Kong (via Cardiff): Ringleader, M'Near.

For Java: Petit Poucet, Samarang. For Batavia and Sourabaya: Dipton. For Manila (via S.C.): Emiliano (str.). For Galle: Vancouver.

At GLASGOW.—For Penang and Singapore (via S.C.): Pernambuco (str.). For Singapore, Hong Kong, and Shanghai (via London and S.C.): Braemar Castle (str.). For Batavia and Sourabaya: County of Nairn. For Ilo Ilo: Nola.

At SOUTHAMPTON.—For Singapore, China, &c. (via S.C.): Mirzapore (str.) (P. and O.).

SPOKEN.

N.S.H.J. (ship), of Bremen, Java to Rotterdam, April 2, 35 N., 36 W. COUNTY OF ELGIN, Glasgow to Manila, March 4, 9 S., 33 W.

FLYING EAGLE, Manila to New York, on the coast below New York.

CATHARINA (Germ. barque), Nagasaki to London, Feb. 3, off Mauritius. CITO (Germ. barque), Plymouth to River Amoor, Feb. 24, 7 N., 24 W.

FREIGHTS AND CHARTERS.

We have no alteration to note in berth rates of freight to the Eastern ports, which remain steady at the undermentioned quotations.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 85s. meat. To Hiogo: 85s. meat. To Nagasaki: 90s. meat. To Shanghai: 50s. meat. To Foochow: 85s. meat. To Hong Kong: 50s. weight or meat. To Chefoo: 85s. meat. To Manila: 95s. meat. To Singapore and Penang: 50s. meat. To Sourabaya and Samarang: 80s. meat. To Batavia: 70s. meat. To Padang: 85s. meat. To Saigon: 80s. meat. To Colombo: 35s. weight, 40s. meat.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meat. To Hiogo: 50s. weight, 45s. meat. To Nagasaki: — weight or meat. To Shanghai: 35s. weight, 30s. meat. To Hong Kong: 35s. weight, 25s. meat. To Foochow: 40s. weight, 30s. meat. To Chefoo and Tientsin: — weight or meat. To Singapore: — weight, — meat. To Penang: — weight, — meat. To Samarang: — weight, — meat. To Batavia: — weight, — meat. To Sourabaya: — weight, — meat. To Colombo: 22s. 6d. weight, 25s. meat. To Saigon: — weight, — meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £46 10s. To

Hong Kong: £38. To Singapore: £30. To Penang: £30. To Macassar, per ton: 35s. To Java: 26s. To 27s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Galle, per keel: £30. To Trincomalee: —.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: —. To Macassar: 35s. To Java: 26s. To 27s. To Batavia: 27s. 6d. to 30s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Singapore: 30s. To Galle: 29s. To Colombo: —.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 30s. To Manila: —. To Singapore: 24s. To Galle: —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamers 30s. to 35s., ship, 40s.; to Shanghai, steamer 30s., ship, 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Havre, April 28, state that the Yokohama (ship), Moulter, from Java to Amsterdam, had been towed in there with loss of rudder.

A telegram from Port Said, April 27, announces that the Pow-an (s.), Ferries, at Hodeida, with loss of screw, will be towed to Aden, by the "Nil," (Messageries Maritimes str.) which left Suez that day; agreement made for £3,000.

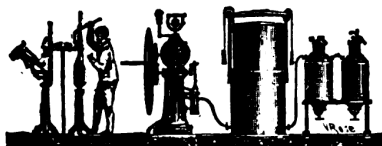
Advices from Surinam, April 4, state that the Susanne, Bax, from Java to Holland, which was towed in there Jan. 29 leaky, is being stripped, and would be sold; no arrangements had yet been made respecting her cargo.

Advices from New York, April 15, state that the Expertus (British brig), McLeod, bound to Boston with tea, ex Petersburg (str.), wrecked at Bermuda, ran ashore near the Glades, Scituate, 12, crew saved; vessel high and dry, and will probably get off.

MISCELLANEOUS.

Advices from New York, April 11, state that the Copenhagen (ship), from Japan to that port, was spoken, Jan. 17, in Gaspar Straits, having apparently encountered heavy weather.

J. HERMANN LACHAPPELLE.
GOLD MEDAL AT THE LYONS EXHIBITION AND
LARGE GOLD MEDAL AT THE MOSCOW EXHIBITION, WITH HONOURABLE MENTION.



Our apparatus can produce from 25 to 10,000 bottles of any kind of effervescing drink daily, according to the size of the Machines, and the motive power by which they are governed. The *only* Machines from which perfectly wholesome waters can be produced. The *only* ones which, before leaving the works, are subjected to the most severe tests at high pressure, which can be applied. The *only* ones which fully answer the requirements of manufacturers.

No. 1	1,900 siphons daily	£64
" 2	1,600 do.	76
" 3	2,200 do.	88
" 4	3,000 do.	100
" 5	4,500 do.	120
" 6	6,000 do.	140
" 7	8,000 do.	180
" 8	10,000 do.	220

SYPHONS. with large or small levers, oval or cylindrical, tested at a pressure of twenty atmospheres, very elegant in appearance, simple in action, solid in manufacture, easy to take to pieces. In Tin; also in glass—clear, white, green, blue, or yellow.

Large lever.

Small lever.

Persons proposing to embark in this lucrative business are recommended to obtain the "Manual du Fabricant de Boissons Gazeuses," a magnificent volume, illustrated. Sent free by post on receipt of 4s. Prospectus free.

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14, GREAT WINCHESTER-STREET, E.C.

THE SOCIETY FOR THE DIFFUSION OF USEFUL KNOWLEDGE IN CHINA.

FOUNDED IN PEKING Nov. 1871, under the patronage of the Foreign Ministers and Residents in the Chinese Capital. Secretary in Peking, Dr. S. W. Bushell (British Legation); Hon. Sec. for Great Britain, Professor Summers (Phoenix Office, 3, George-yard, Lombard-street), who will be happy to receive the names of gentlemen who desire to become members, or to subscribe to the *Peking Magazine*, published by the Society. Membership, 36s. per annum. The Magazine to non-members, 6s. per annum, free to members.

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MANAGER.
G. Pietsch, Esq.

CHIEF ACCOUNTANT.
B. A. Wahl, Esq.

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Reserve Fund, \$1,000,000.
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LONDON MANAGER—W. H. Vacher, 32, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Iliog	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

P. L. SIMMONDS, 29, Cheap-side, City, REPORTER ON TRADE PRODUCTS, LECTURER ON COMMERCE AT THE SOCIETY OF ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.
MODERATOR LAMPS AND LAMPS FOR INDIA.
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

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THE CHINESE LANGUAGE.
PROFESSOR HENRY F. HOLT.

As most of those who may wish to study Chinese will probably do so with a view to a career in China, and have other engagements during the day, the times of the Lectures will be arranged by the Professor so as to suit the convenience of intending Students, who are requested to communicate with him on the subject.

FEES.—Two Lectures weekly: For the session, £12 12s.; for a single term, £5 5s.

Further particulars may be obtained on application at the office and the College.

JOHN ROBSON, B.A.,
Secretary to the Council.

April, 1873.

AT WILLIS'S ROOMS, KING-STREET, ST. JAMES'S, THURSDAY, 8th May.
Mr. BENJAMIN SEARE'S DRAMATIC RECITALS—Fagan, Bumble, Mr. Sergeant Buzfuz, Mr. Justice Starleigh, Mr. Percy Noakes—DICKENS Dramatically Illustrated. To commence at 8.30.

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EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training and education.

PARENTS

residing abroad would find this a most desirable home. References can be given for England, India, China and Japan.

For terms, &c., address M. H., London and China Telegraph Office, 2, Cowper's-court, Cornhill, E.C.

WE beg to advise that Mr. ED. G. VINAY having ceased to be a partner in our Firm, the business will in future be carried on by our senior, Mr. A. G. THOMSON, under the style of THOMSON AND CO.

We remain, &c., &c.,
THOMSON VINAY, AND CO.
Galle, 3rd March, 1878.

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IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

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9th October, 1872.

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PUBLIC HEALTH.—It is the duty of every man to promote as far as he can the public welfare, and no one does this more effectually than he who enables the community to withstand disease. Holloway's Pills exert this preservative power with the most striking success when their aid has been sought before the malady has become deeply grafted upon the system. They keep the blood pure and the bodily functions regular, even amidst the varying influences of our climate. They protect the body against the deleterious agencies of changeable temperatures, keen winds, and excessive atmospheric moisture. Holloway's medicine invariably exerts a neutralising or expulsive power highly salutary to persons exposed to malaria and those dangerous infections which are constantly present in some localities, to the imminent risk of human life.

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Returning from Hong Kong on the 13th and 27th of every month.

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China... in 44 "
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Port.	Ship.	Class.	Dock.	To sail.
Bat., Samar., & Sourab.	India, s.s.	{3-3rds (L.L.)	S.W.I.D.	May 14
Pen., Sing., Hg. Kg. & Shanghai.	Galaten, s.s.	late Surprise 100 A1	S.W.I.D.	May 7
Yoko. & Hiogo	Egeria, late Enterprise 100 A1	S.W.I.D.	May 26	
Do.	Windhover, A1 16 yr.	S.W.I.D.	With des.	
Do.	Flying Spur A1 14 yr.	S.W.I.D.	To follow	

For Freight or Passage apply at York Chambers, 55, King-street, Manchester; to 10, Orange-court, Liverpool; or 5, Newman's-court, Cornhill, London, E.C.

CHINA, AND JAPAN.



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First-class CLIPPER SHIPS will be despatched as under:—

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Yokohama	Solent	A1 13 yr.	S.W.I.D.	With des.
Do.	Fiery Cross	A1 13 yr.	E.I.D.	To follow

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Steam via the Suez Canal. To sail positively on the 10th May.



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With quick despatch.

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	Hankow,	100 A1	S.W.I.D.	To follow
Shanghai	Mikado	A1 16 yr.	E.I.D.	With des.
Ditto	Black Prince	A1 17 yr.	E.I.D.	To follow
Chefoo and Tientsin	Sing-Tai	A1 10 yr.	E.I.D.	With des.

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